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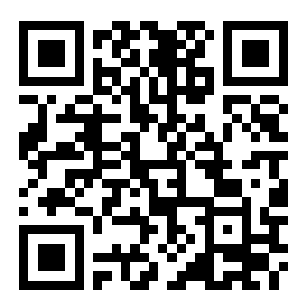

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THE

WORLD'S CARRIERS

AND

CARRYING TRADES' REVIEW.

A MONTHLY RECORD OF THE CARRYING TRADES OF THE WORLD.

Vol. XXVI.—1929-30.

London:
THE CARRIERS PUBLISHING COMPANY, LIMITED.
BANGOR HOUSE, 68 AND 69, SHOE LANE, E.C.4.

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World's Carriers
AND
Carrying Trades' Review
A MONTHLY RECORD OF THE CARRYING TRADES OF THE WORLD.

VOL. XXVI.—No. 301. OCTOBER 15, 1929. [ANNUAL SUBSCRIPTION, £1 1s. (INCLUDING YEAR BOOK AND DIARY).

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Twenty-five Years of Transport.

"A new era is dawning upon the Carrying World, the motor wagon opening up vast possibilities for the immediate future."—*The World's Carriers, October 15th*, 1904.

IT is not easy to find words in which to put in writing one's thoughts on the completion of a quarter of a century of work in connection with transport, and if, on this occasion, I depart from the use of the editorial "we," I trust I may be forgiven by those who are sticklers for the strict etiquette of the profession. Writing in October, 1929, it is difficult to visualise the position of the transport industry in October, 1904, when the first number of this journal saw the light of day.

The words which I have placed at the head of this article, taken from the first issue, formed the foundation of our belief that a trade journal, dealing with all kinds of transport, but specially chronicling the developments in road transport which we then foresaw, was needed, and the first number was published with high hopes that *The World's Carriers* would be given the privilege of assisting in such developments. At that date railway transport was adequately represented by several old-established journals and the same could be said of the shipping trade. Road transport alone had no organ to voice its interests, to record month by month happenings of particular importance to those engaged in this industry, and, if the word may be allowed, to educate the members to the advantages of a new form of traction which was not only in its infancy, but was looked upon with suspicion and prejudice by those whose business had been built up on horse transport. It was natural therefore that, while dealing with transport generally, *The World's Carriers* should have a special leaning towards road transport. The proposed journal was accorded enthusiastic support by such well-known firms as Carter, Paterson & Co., Ltd., Pickfords, Ltd., The London Parcels Delivery Co., Ltd., Beans Express, Ltd., Chaplin & Co., Ltd., Thos. Tilling, Ltd., and I am proud to say that the friendships then formed have continued until the present time and that this journal starts on its second quarter of a century with the good wishes not only of these firms, but of the leaders in every branch of transport—men occupying the highest positions in the associations and organisations with which we have been closely identified.

It may be considered quite unnecessary for me to write anything, in view of the galaxy of talent contributing to this Twenty-fifth Birthday Number—men who speak with authority on the different branches of transport with which they are connected, and indeed such a symposium leaves little to be said on any branch of transport taken by itself, but the mission of this journal may be summarised as an attempt to co-ordinate all kinds of transport and to take the broad view, which is so difficult for anyone, however able, whose work of necessity compels him to devote his energies to one phase only of the industry. Sir Josiah Stamp, the new President of the Institute of Transport, in a fine address to the Metropolitan Graduate and Student Society, reported in this issue, emphasised the necessity for a broad-minded and comprehensive outlook, as the great need of the day and pointed out how fortunate the new generation of transport men was in this respect. Possibly his Presidential address, which, all being well, will have been delivered before this issue is in the hands of our readers, may have made other suggestions of an important character, but we cannot imagine that even he, with all his genius for saying the right thing, can set forth any views more deserving of the attention and earnest consideration of transport men than that statement. This is indeed the era of co-ordination and co-operation and it will tax the abilities, the energies, and the perseverance of the coming generation to get out of the groove, in which their fathers have worked, and, while being specialists in their own departments, to have that vision of transport as a whole which is so essential.

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The period of twenty-five years can be divided, and in fact divides itself into two clearcut periods of ten years each—1904 to 1914 and 1919 to 1929, with the Great War period in between, forming a gulf between the two decades, which seems to place the first period in the far-away distant past. The first ten years was a time of steady though slow development, in which the principal events to be chronicled were the increasing use of motor vehicles and the successful efforts made by pioneer motor manufacturers to produce vehicles which should be efficient and economical. A feature of this issue is a brief history of some of these firms. Mr. J. Maughfling, President of the Society of Motor Manufacturers and Traders, records in his contribution the missionary work undertaken at heavy cost by motor manufacturers in those early days, and the article by "A Pioneer," which will be read with interest by those who were engaged in motor transport twenty-five years ago, puts the other side of the picture and shows what difficulties those pioneers had to fight against in their endeavours to make a living.

In 1904 the Commercial Motor Users' Association, then called The Motor Van & Wagon Users' Association, had been in existence for twelve months and probably the founders never imagined in their wildest dreams that it would become so important and influential an organisation, that H.R.H. The Prince of Wales would honour it by becoming its guest at its Twenty-fifth Annual Banquet. The cartage trade had its influential associations in London—The London Master Carmen & Cartage Contractors' Association, now known as the London Cartage & Haulage Contractors' Association, and the Metropolitan and Home Counties Road Transport Contractors' Association, working in harmony with the Liverpool Cart Owners' Association, now the Liverpool Cart and Motor Owners' Association, and the Manchester Team Owners' Association, now the Manchester Transport Owners' Association. The removal industry had founded a national association, called the Furniture Warehousemen & Removers' Association, in the year 1900, and this was already making good progress in watching over the interests of its members when this journal was started. The horse vehicle owners were represented also in London by the Jobmasters' Protection Association, afterwards the United Horse Owners' & Allied Trades Protection Association. In 1909 the National Union of Horse Vehicle Owners was formed and did splendid work on behalf of this branch of transport up to 1921, when it was amalgamated with the National Alliance of Commercial Road Transport Associations, previously formed in 1918, the two bodies becoming the National Road Transport Employers' Federation. The shipping and forwarding trade was being well served in London by the London Shipping & Forwarding Agents' Conference and in Liverpool by the Liverpool Shipping & Forwarding Agents' Association and these two organisations have done yeoman service for their members at the great ports of London and Liverpool. Later the Manchester Shipping & Forwarding Agents' Conference was formed to look after the shipping trade in the Port of Manchester.

The process of improvement and development in transport went on year by year until the outbreak of the Great War threw everything into the melting pot. Shipping and Forwarding almost ceased to exist; railway transport became part of the military machine; road transport vehicles were commandeered and business was completely dislocated. The result of the Great War for road transport was to do in four hectic years what might have taken at least ten under ordinary conditions and the end of the War saw motor transport firmly established as an alternative system to rail transport.

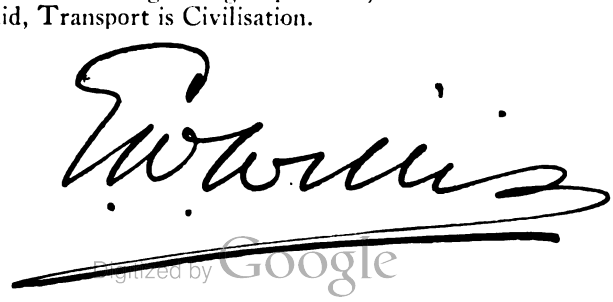
The chief event of post-war days was the founding, in 1919, of the Institute of Transport, the history of this new venture being written for us by Mr. A. Winter Gray, the able and hard-working secretary. Although it is only ten years since it was founded with the support and active help of all branches of transport, it has attained already a position of great influence and undoubtedly has raised the status of transport to a higher level than before its advent. Although it is so young comparatively, yet to the younger men in the industry it is already of old standing and its influence as an educational force has been of great value. That it has still more important work to do is clear to all those who take an active interest in its work.

The railways have laboured under great disadvantages since the war, as after being under Government control with all that means, they were handed back to the owners and managers with enormous leeway to make up in rolling stock and equipment. They were then forced to combine into groups, willy nilly, and it is even yet too early to say with what permanent results. After a tremendous struggle lasting many years they secured parliamentary powers to run road services and they have now become owners of or partners in many passenger road transport organisations. Where this is leading them it is difficult to say. They have also secured air transport powers.

It is difficult to realise that, as Sir Sefton Brancker states in his contribution, air transport had already made a very small beginning the year before this journal was started, but it is only since the close of the Great War that civil aviation has become a real factor in transport, opening up new vistas, which may lead us—who knows where. Mr. James Paterson, in his interesting contribution, asks a number of questions and particularly inquires what will be the position of transport in another twenty-five years' time. What the future has in store for transport is in the lap of the gods. For myself I believe the future of transport is in the air, whether by improved giant airships, the outcome of the experiments, which are being made in the R101, as reported in this issue, and the R100, nearing completion at Howden, Yorks., or by means of giant flying boats, such as that built by Dr. Dornier in Germany, capable of carrying from 60 to 100 passengers, I do not pretend to say, but I am convinced that the next generation will take as naturally to the air and to aerial transport as this one has done to the road and the motor vehicle.

As regards internal transport, I believe that the day of the fixed rail is passing and although, owing to the immense capital invested in our railway and tramway systems, it may be many years before these are entirely scrapped, yet I am confident that the future is with the small mobile unit, carrying passengers and goods from door to door and that the day will come, when our railway tracks will be turned into motor roads for fast traffic, which will travel at a speed that will put into the shade anything which we have yet seen.

Whether these views will prove true or not, time alone can show, but in any event, the position of transport will be one of ever-growing importance, for as has often been said, Transport is Civilisation.



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Notes and News.

Deputation to the Minister of Transport.—A deputation representing the Transport and General Workers' Union, introduced by Mr. Bevin, recently waited upon Mr. Herbert Morrison, the Minister of Transport. The deputation urged the desirability of introducing more widely, and particularly in London, vestibule fronts on tramcars, which are already used in many provincial areas, so as to secure the greater protection and comfort of the drivers. Mr. Morrison said that it had already been intimated that the Ministry had no objection to such vehicles being tried, but that the decision rested with the Tramway undertakers, with whom he would communicate. The deputation also drew attention to certain aspects of the London Traffic problem, and the need for early legislation. They further stressed the importance of passing, without delay, a Road Traffic Bill, including among other points to which they referred, a reform of the present system of licensing public passenger vehicles and the introduction of a system of compulsory insurance on the lines recommended by the Royal Commission on Transport. Mr. Morrison said that he was giving his close attention to these matters and would give full consideration to the views which had been advanced by the Union.

Dates for Furniture Removers to Note. — The Bi-Annual Meeting of the Furniture Warehousemen and Removers' Association will be held at Birmingham on November 14th and 15th next at the Imperial Hotel, Temple Street. The general meeting will be held on November 14th at 2.15 p.m., to be followed in the evening by a Dinner and Entertainment, tickets for which cost 10/6 each. Ladies are invited to be present at the Dinner. Two very interesting conducted tours have been arranged for the following day, November 15th, members and their ladies having the choice of (a) a tour of Fort Dunlop with lunch and tea at the kind invitation of the Dunlop Rubber Company, Ltd., (b) a tour of the works and model village of Messrs. Cadburys, Bournville, returning to the Imperial Hotel for lunch, at the kind invitation of the Midland centre of the Association. It is hoped that there will be a record attendance at the meetings.

TWENTY-FIVE YEARS OF TRANSPORT.

By HERBERT MORRISON, M.P.
Minister of Transport.

It is now recognised as a truism that the provision of adequate facilities for the transportation of both goods and passengers—whether by air, water, rail or road—is as essential to civilisation as is oxygen to life. The complexity of the technical, commercial and other questions arising in connection with the growing volume of transport which the country demands makes the existence of technical and specialised publications in turn a matter of great utility and interest.

MR. HERBERT MORRISON, M.P.,
MINISTER OF TRANSPORT.

It is, therefore, with pleasure that, on the occasion of the twenty-fifth anniversary of the publication of *The World's Carriers,* I send this message of congratulation to the Editor on the services which his journal has rendered during the last quarter of a century in keeping those who are concerned with the business of transportation informed of the developments which have taken place throughout the world.

Lectures and Classes on Railway and Cognate Subjects — London School of Economics.—The syllabus of lectures and classes on railway and cognate subjects for the session 1929-30 has been issued by the London School of Economics and Political Science (University of London), Houghton Street, Aldwych, London, W.C.2. On all hands it is recognised as desirable that young men should be incited to an intellectual interest in their daily work. A practical difficulty, however, lies in the reconciliation of study with the necessity, according to general experience, of entering upon business at an early age. To meet this difficulty the University of London has organised a curriculum—leading up to a degree if that be desired—of such a character that daily work in the office, when supplemented by the best attainable instruction, shall be accepted as equivalent to the laboratory work of the student of natural science or the library work of the literary student. In other words, the intention is to obtain the advantages of intellectual culture by the co-ordinated practical and theoretical study of subjects which are the life of the business man. Full information may be obtained upon application to the Secretary at the School.

General Motors, Ltd.—The Sales Organisation of Vauxhall Motors, Ltd., has been brought down to General Motors, Ltd., The Hyde, Hendon, and the Vauxhall factory, at Luton, will be confined entirely to manufacturing the products of General Motors, Ltd., and it is here that Chevrolet cars and trucks will be produced in future. Mr. A. F. Palmer Phillips has been appointed Director of Sales of all General Motors lines.

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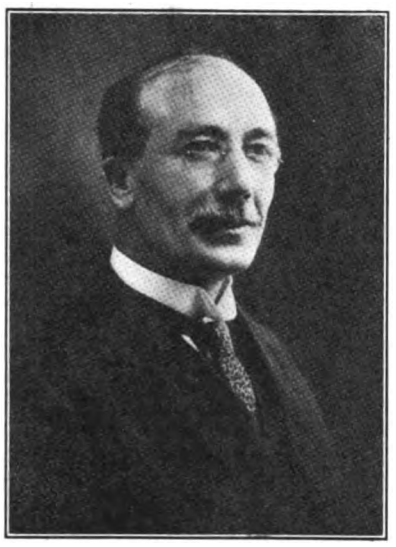
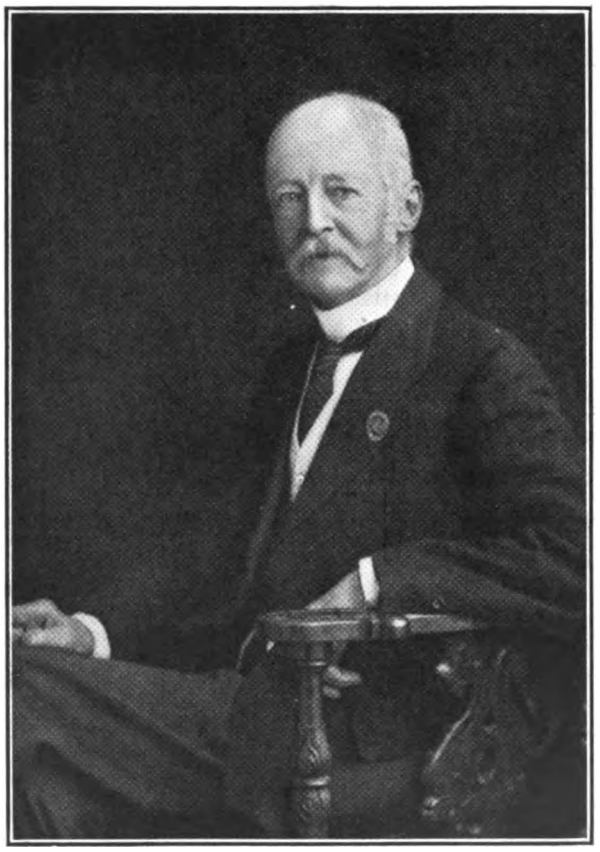
Municipal Tramways and Transport Association. New President.—At the Annual Conference of the Municipal Tramways and Transport Association, held at Great Yarmouth last month, and reported in our September issue, Alderman Thomas Canby, J.P., Mayor of Huddersfield, was unanimously elected President for the ensuing year. Mr. Canby was elected a member of the Huddersfield Town Council in 1911 and made an Alderman in August, 1922. He was made a Magistrate in November, 1923. He has always taken a very deep interest in Tramway matters and has been Chairman of the Tramways Committee since 1921, previous to which date he was for many years Deputy Chairman of that Committee. He has been Deputy Chairman of the Estate Committee of the Corporation since its formation in 1920. In 1928 he was unanimously elected Mayor of the town. Alderman Canby is one of the outstanding figures of the Town Council, one of "The big five." He is a popular personality, and in 1925 was the President of the Rotary Club.

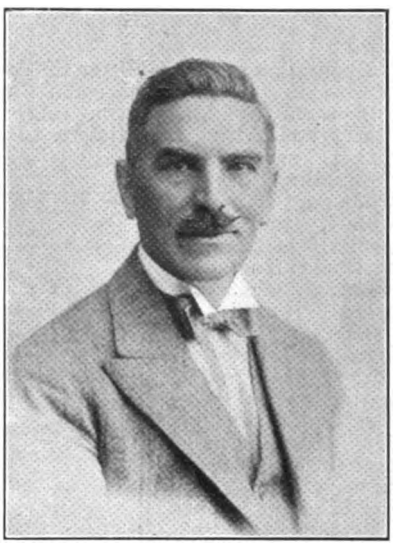


ALDERMAN THOMAS CANBY, J.P., MAYOR OF HUDDERSFIELD. PRESIDENT, MUNICIPAL TRAMWAYS AND TRANSPORT ASSOCIATION.

A Great Record.—Carter, Paterson & Company was founded in 1860 and the firm have in their strong room the first trading account drawn up by Mr. C. H. Nevill for the period to the 30th June, 1861, and he has written up every set of accounts each half-year since, and the style of the writing in the last accounts is almost identical with that of sixty-eight years ago. Truly a wonderful achievement. Throughout this long period Mr. Nevill has been greatly respected by all the Partners and Directors of Carter, Paterson & Co., Ltd., and last September the shareholders of the Company unanimously resolved to present to him his portrait in oils. Mr. Nevill, many years ago, founded the well-known firm of Chartered Accountants, Nevill, Hovey, Gardner & Company. He was one of the earliest volunteers, rising to the rank of Lieut.-Colonel in the First Surrey Rifle Corps.



LT.-COL. C. H. NEVILL, V.D., F.C.A.



MR. H. P. STOKES, M.I.E.E., A.M.I.MECH.E.

United Automobile Services, Ltd.—We are pleased to be able to reproduce a photograph of Mr. H. P. Stokes, M.I.E.E., A.M.I.Mech.E., M.I.A.E., M.Inst.T., engineer and general manager, City of Plymouth Transport who, as announced in our September issue, has been appointed general manager of United Automobile Services, Ltd.

Motor Show at Olympia.—The Motor Show, which opens at Olympia on October 17th and continues until the 26th of the month, will be the 23rd international exhibition arranged by the Society of Motor Manufacturers and Traders, and it is an exhibition which should on no account be missed by anyone interested in motoring. The Exhibition is open from 10 a.m. to 10 p.m., and the following charges will be made for admission:—Thursday, October 17th, 10/-; Friday and Saturday, October 18th and 19th, 2/6; Monday to Thursday, October 21th to 24th, 5/-; Friday and Saturday, October 25th and 26th, 2/6.

Chrysler Motors.—Mr. C. Morton Lomax, who has been associated with Chrysler Motors, Ltd., as Director and Treasurer for the past ten years, has been placed in charge of operations of both Chrysler Motors, Ltd., at Kew, and of Dodge Brothers (Britain), Ltd., at Park Royal Road, North Acton. This is one of the developments consequent upon the acquisition of Dodge Brothers' interests by the Chrysler Corporation. Mr. Macaire, the late Managing Director of Chrysler Motors, Ltd., at Kew, has resigned, and the very onerous duties which the control of these two companies must bring about now fall on the shoulders of Mr. C Morton Lomax.

MR. C. MORTON LOMAX.

Port of London Authority—Publicity Department. — In order to co-ordinate the various duties comprised in the words publicity and propaganda, the Port of London Authority has decided to set up a special department to deal with these matters, and Mr. A. E. Wildey has been appointed publicity officer and Mr. E. K. Holmes has been appointed assistant publicity officer. Mr. Wildey entered the service of the Thames Conservancy in 1896,

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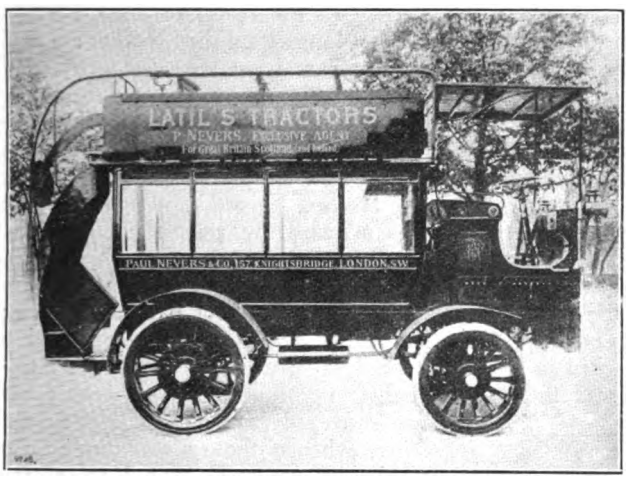
and after serving in various departments for thirteen years, he was transferred to the Port of London Authority in 1909. He acted first as personal assistant to the secretary of the P.L.A., and later became clerk to the Dock and Warehouse Committee under Sir Joseph Broodbank. He was then appointed chief of the charges and canvassing department of the Port of London Authority, and in 1924 became assistant to the commercial manager. This position he now relinquishes to take up his new office.



A LATIL OMNIBUS ON THE LONDON STREETS IN 1903.

£100 Reward.—Very acceptable to the recipient will be the £100 reward offered by Harris & Hasell (1929), Ltd., manufacturers of the new B.A.T. Cruiser Chassis. It is claimed that the "Cruiser" represents the very latest developments, yet Harris & Hasell are eager to incorporate any possible improvement, and a prize is offered for suggestions for improving efficiency, driver-comfort, braking and body-mounting. £100 is offered for the best practical improvement sent in before November 30th, 1929. A number of Consolation prizes are also offered. An entry form and fully illustrated specification will be forwarded to any of our readers if they send their name and address to Harris & Hasell (1929), Ltd., St. Georges Road, Bristol. The B.A.T. Cruiser Chassis can be inspected at the Bristol or London Showrooms or at the Commercial Motor Show, Olympia, Stand No. 120.

Pickfords at the Shipping Exhibition.—Pickfords, Ltd., were appointed official Lifting and Haulage Contractors to the Shipping, Engineering and Machinery Exhibition, which was held at Olympia last month. The whole of the heavier lifting was carried out by means of Pickfords petrol-electric mobile cranes. The address of Pickfords

ONE OF PICKFORDS MOBILE CRANES HANDLING A HEAVY EXHIBIT FOR THE SHIPPING, ENGINEERING AND MACHINERY EXHIBITION.

heavy mechanical haulage department is 151 Tower Bridge Road, London, S.E.1.

Electric Trolley Buses: Brazil.—The Commercial Secretary at Rio de Janeiro (Mr. S. G. Irving) reports that a syndicate in Brazil, having in view the establishment of a service of electric trolley buses over a distance of 100 kilometres, desire to receive literature from British manufacturers. Details of the enquiry can be obtained by interested British manufacturers upon application to the Department of Overseas Trade, 35 Old Queen Street, London, S.W.1. Reference number A.X. 8616 should be quoted.

Commercial Motor Exhibition, Olympia.

Programme of Conferences.

A NUMBER of Conferences will be held as usual during the Commercial Motor Transport Exhibition at Olympia, and although the arrangements are not complete it will be well for those of our readers who are interested to bear the dates and names of the Conferences in mind:—

Friday, 8th November. — 11 a.m. Conference by Railway Companies.

Monday, 11th November. — 11 a.m. Conference by Incorporated Association of Retail Distributors.

Tuesday, 12th November.—11 a.m. Conference by Tramways' and Light Railways' Association, and Omnibus Owners' Association.

Wednesday, 13th November.—11 a.m. Conference by Commercial Motor Users' Association.

Thursday, 14th November.—11 a.m. Conference by Municipal Tramways and Transport Association.

THE WORLD'S CARRIERS
CARRYING TRADES' REVIEW

COMMERCIAL MOTOR TRANSPORT EXHIBITION.

OLYMPIA. NOVEMBER 7th-16th, 1929.

We shall be glad to welcome our friends at our Stand No. 141. One of our staff will be in attendance to discuss road transport matters.

OUR NOVEMBER ISSUE WILL BE A SPECIAL NUMBER AND WILL CONTAIN A FULL AND ILLUSTRATED REPORT OF THE TRANSPORT VEHICLES & ACCESSORIES TO BE EXHIBITED.

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Twenty-Five Years of Transport, 1904-1929.

Co-Ordination of Transport and the Railways.

By Sir Josiah C. Stamp, G.B.E., D.Sc., LL.D.

President of the Institute of Transport.
Chairman and President of the Executive, London, Midland and Scottish Railway.

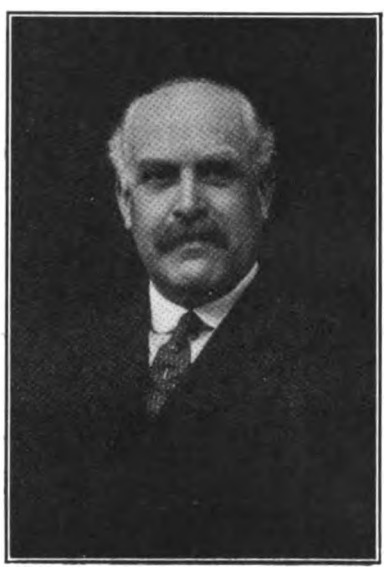
THE last quarter of a century has witnessed a greater revolution in land transport than any other similar period with the possible exception of the years 1825-1850, which heralded the coming of the Railway Era in Great Britain.

Whilst continuous progress has taken place in the sphere of railway transport, notably as regards electrification, the use of high pressure steam, and reduction of fuel consumption per ton-mile, the power-driven road vehicle has achieved a degree of perfection which has entitled it to challenge the railway for a large section of the latter's revenue.

It may be said, in truth, that after the war the road vehicle with the internal combustion engine attained the status of manhood, and took up a position in regard to the railway, which is more truly described as complementary than supplementary.

Similarly, in the air the internal combustion engine has introduced a further form of transport facility. It will hardly be denied that these developments outstripped the science of the regulation of transport movements, and, as with any industrial process of development, a period of acute competition was bound to exist before each means of transport reached a stage of equilibrium where it was enabled to demonstrate its sphere of maximum utility to the general public.

The policy of *laissez faire* has not been fashionable in recent years, and public opinion, backed by the losses suffered by shareholders in competitive transport organisations has slowly turned away from encouragement of competition, as witnessed by railway legislation before the war, to the present encouragement of co-operation and co-ordination between various forms of transport, as seen by the decision to grant the railways their road powers last year, and their air powers this year. London traffic co-ordination has also received the strongest support from every quarter. Thus the railways have been faced with the task of bringing the various co-equal forms of transport into their true economic relation in order that the user of their services may benefit to the maximum degree.



SIR JOSIAH C. STAMP, G.B.E.

It is frequently forgotten that the British railways, from their inception, have adopted a policy of co-ordination of all types of transport facility to a greater degree than any railways abroad. Collection and delivery of goods, hotel accommodation, cross-Channel steamers, warehousing, and dock ownership, all bear witness to the foresight with which the early railway managers embraced the spirit of co-ordination. A perusal of Mr. Sherrington's "Economics of Rail Transport," is a serviceable reminder of the many stages of development. But with the coming of the road competitor, such policies had to be placed upon an even wider basis. Probably within the last three years, more progress has been made in this connection than in any twenty-year period in British railway history.

It is difficult, within strict limitation of space, to outline, even in brief, the many forms within which this policy has been shaped. In the realm of freight movement, additional to the long-established collection and delivery services, recent years have seen the growth of widespread motor lorry services in country districts. Centres have been established from which these radiate over a defined area in the fashion of a spider's web, offering each and every trader at an agreed scale of charges a transport service unexcelled abroad, and which is not even reserved for goods which travel part of their haul by rail.

With the rise of prices came the desire of every retailer to reduce his stock in trade to the barest minimum; to meet this situation and to help release the capital thus locked up for more productive work, the railways introduced their railhead distribution schemes, whereby goods are conveyed in bulk to a railhead store, whence the railway undertakes to deliver in retail over a wide area for a specified firm.

Closely akin to this system is the now famous container service which is virtually equivalent to the transfer of the wagon body at will from road to rail or vice versa. With the narrow margins of profit on which much business is now conducted, it is essential that loss and damage be kept to the absolute minimum. Door to door service by means of a container, which yet makes use of the fast long-haul railway movement, successfully eliminates this risk of damage and the cost of transhipment.

The power required to move any given weight is less on a railway than on a road, due to the greater absence of friction, but frequently the absence of transfer and transhipment costs make the total movement by road cheaper than that by rail if one includes the risk of damage arising from the handling and re-packing.

The container method is a scientific attempt to better transport service by co-ordinating the door to door service offered by road transport with the more rapid and cheaper cost of movement over a considerable distance by rail.

Comparative costs of movement by rail and road are, however, continually fluctuating; changes in the cost of petrol, an alteration in the wage scale, improvements in steam locomotive design or new scales of road vehicle taxation, alter the balance of advantage to one side or the other, much as the ripples caused by pebbles thrown into a pond cross, intersect, and counteract one another.

It is clear that in certain cases motor vehicle movements will replace movements by rail; specially urgent consignments to catch a ship whose sailing is controlled by tides, or the avoidance of a congested terminal area, might be regarded as examples. For this reason co-ordination of facilities is to be welcomed because by that means is eliminated the desire to utilise a certain type of movement which may not be the most beneficial from the point of view of the trader.

Whilst primarily to be regarded as a branch of passenger traffic movement, the carriage of parcels and other

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small consignments is in reality betwixt and between the movement of passengers and that of goods. The growth of retail trading has tended to increase the economic importance of this service, in which the question of speed is vital. Passenger trains carry much of this traffic by rail, and by road it is handled by the motor vehicle. No country abroad benefits from such a closely-woven network of road services as does Great Britain, and the co-ordination of road and rail to bring about the fastest and most efficient service between consignor and consignee is to be welcomed on every count.

As with freight traffic, the long haul passenger traffic under present conditions can best be handled by rail, but to offer the general public a travelling facility of maximum utility this must necessarily be linked closely with a door to door passenger service.

The value of road space is becoming increasingly important, and the public service vehicle, if sufficiently engined to ensure adequate accelerative and braking power, is socially preferable to the private car in view of the better seating capacity per square foot of road surface.

The function of the motor bus on country routes dovetails admirably into the collection and delivery service of rail-borne parcels and mails, for where traffic density is light it proves an admirably economical unit for carrying both passengers and parcels.

Co-ordination of rail and road facilities as regards passenger traffic must necessarily take the form of reaching a reasoned relationship between the fares charged in each case based on economic considerations, and convenient points of exchange, such as railway termini, must be established between the two services so as to ensure a maximum of convenience for the travelling public.

Much benefit is likely to be attained by the increased inter-availability of tickets between the two services, while combined road and rail arrangements are likely to become increasingly patronised by the public for pleasure or business.

Co-operation with road services will allow the replacement of lightly loaded branch line trains by the small and more convenient unit, the motor bus, and although a certain amount of opposition to such change is to be expected, judging by experience abroad, the continuation of unnecessary expenditure which does not supply a real social want will hardly appeal to the majority.

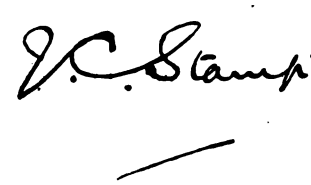
Reduction in train density on certain lines resulting from this policy should enable many long distance trains to be speeded up, and economies consequent upon this increased rate of movement will be divided between the trader, the travelling public and the railway shareholder.

Whilst air travel, especially under the weather conditions which usually prevail in Great Britain, may yet be regarded as in its infancy, there is little question that air services during the coming years will play an important part in the realm of passenger traffic movement, as well as in the transport of valuable commodities.

With their air powers, the railways are in a position to take advantage of the time when aerial services are a proved commercial proposition, and no one can doubt that we are at the threshold of an era of co-ordinated passenger service which will include movement by road, rail and air, and possibly in connection with steamship movements. For freight traffic, air services must necessarily play their part, and if ruinous competition is to be avoided, a co-ordinated service will have to be established.

A century's regulation of railways has been based on the supposition that they are monopolistic in nature and will remain so; to-day no such monopoly exists. Public opinion has been expressed strongly in favour of the elimination of cut-throat competition which is particularly dangerous in the case of transport organisations whether by water, rail, road or air, in view of the large proportion of their charges which are overhead or fixed.

The era of co-ordination and co-operation is beginning to dawn, embracing in its folds all the various forms of world carriers, and it is for the railways, being responsible for the movement of freight traffic in bulk on land, to attempt every available form of co-ordination with other transport organisations. Every success which is achieved in that direction is likely to be described as aimed at obtaining monopoly, but public opinion most certainly frowns heavily upon the only possible alternative of ruinous competition.



Institute of Transport.

The First Ordinary Meeting of the 1929-30 Session of the Institute of Transport was due to take place in the Lecture Theatre of the Institution of Electrical Engineers, London, on October 14th, when Sir Josiah C. Stamp, G.B.E., D.Sc., LL.D., was to be inducted as President by Air Vice-Marshal Sir W. Sefton Brancker, K.C.B., A.F.C., the retiring President, and to deliver his Inaugural Address. As this issue of our Journal was printed before the meeting took place a report of the President's address will appear in our next issue.

Premiums in respect of the Session 1928-29 have been awarded by the Council, as under:—

Institute Triennial Gold Medal.
To Mr. Robert Bell, C.B.E., for his papers on:—
(i). "Trade and transport prospects on the North East Coast."
(ii). "Transport developments in 1928."

Railway (Operating) Gold Medal.
Donor: The Railway Companies Association.
To Brig.-Gen. F. D. Hammond, C.B.E., D.S.O., for his paper on "Some transport problems of the Empire."

Railway (Engineering) Gold Medal.
Donor: The Railway Companies' Association.
To Mr. H. N. Gresley, C.B.E., for his paper on "The Froelich hydraulic wagon brake at March Concentration yard."

Road Transport Gold Medal.
Donor: The Commercial Motor Users' Association.
To Monsieur A. Metral for his paper on "Fuels—alternative or supplementary to petrol for road vehicles fitted with internal combustion engines—Gaseous fuels."

Road Transport Gold Medal.
Donor: The Underground Railways and L.G.O.C. Group.
To Dr. W. R. Ormandy for his paper on "Fuels—alternative or supplementary to petrol for road vehicles fitted with internal combustion engines—Liquid fuels."

Water Transport Gold Medal.
Donor: The Dock and Harbour Authorities' Association.
To Mr. J. F. R. Wiggins, for his thesis on "The labourage policies of port authorities."

Institute Graduate Silver Medal.
To Mr. A. A. Jackson for his essay on "The sphere of the railless trolley vehicle system."

Institute Student Silver Medal.
To Mr. A. F. Chandler for his essay on "The principle of the standard net railway revenue."

"Modern Transport" Premium.
Donor: "Modern Transport."
To Mr. E. Wallis (Graduate) for his essay on "Junction layouts."

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Twenty-Five Years of Aviation.

By Air Vice-Marshal Sir W. Sefton Brancker, K.C.B., A.F.C., Director of Civil Aviation.
Immediate Past President, Institute of Transport.

IT is surely a happy augury that *The World's Carriers and Carrying Trades' Review* should have come into existence just a year after the epoch-making flights of the Wright Brothers, which marked the birth of a new form of rapid transport—a form of transport which had been the subject of the dreams of many men for many centuries.

It may be that this fact accounts for the keen and intelligent interest which this periodical has always evinced with regard to commercial aviation.

After the great pioneering feats of the Wrights, the most important event in aviation was the conquest of the English Channel by Louis Bleriot in 1909. This dates the beginning of a rapid expansion both in interest and operation in many parts of the world.

Up to the outbreak of the world war in 1914, civil aviation could claim at least equal importance to military aeronautical activities—and designers and constructors were generally as much interested in the development of touring, sporting and transport aircraft as they were in the production of war aeroplanes.

AIR VICE-MARSHAL SIR W. SEFTON BRANCKER, K.C.B., A.F.C.

Already at the beginning of 1914, concrete schemes for the operation of air transport were being evolved—and it is likely, that if war had not intervened, air transport and air touring would have grown up naturally without any serious financial assistance from the Government.

But the war came and completely upset our sense of proportion regarding the role of aviation in the further progress of civilization.

A huge aircraft industry was developed at high speed; money was poured into it lavishly and extravagantly; safety and economy were forgotten; the main objectives of our national effort were the attainment of greater and greater output in pilots and aircraft and the accomplishment of higher and higher performance regardless of cost.

From August, 1914, to May, 1915 (10 months), our total output of aircraft was about 800, and from January to October, 1918 (10 months), 26,685 aircraft and 29,561 engines were produced in Great Britain alone. One type of fighting aircraft suffered wastage at the rate of 50 per cent. a month.

Naturally, with such experience to go upon, the public, by the end of the war, had forgotten the peaceful activities of aviation, prior to 1914; many, indeed, had never heard of them, and could only visualize aircraft as deadly weapons of destruction demanding dare-devil courage in their operation. Added to this, the experienced personnel released to private life on demobilization and available for civil aviation development, had been trained in the worst possible school for the operation of safe, regular, and economical transport.

It is not to be wondered that the successful pioneer efforts to establish regular air transport between Great Britain and the Continent involved considerable financial losses to the operators.

During 1919 and 1920, practically every civilized nation in the world produced a few pioneers who devoted themselves to air transport. It was apparent to all who made serious estimates of working costs, that the operation of air transport, except in very unusual circumstances, must involve serious financial losses for a number of years. This period of loss was estimated variously at from five to thirty years. It was obviously an unknown quantity depending, on the one hand, on the rate of technical progress made towards the production of really efficient commercial aircraft—and on the other, on the measure of support given to this new means of travel and communication by the general public of all nations.

The three nations who led the van in this pioneering effort were France, Germany and Great Britain —France, because her leaders had the imagination to vizualise the great benefits which would result from quick air communications with her Colonial possessions and with her allies; Germany, because by the terms of the Treaty of Versailles, she was forbidden to construct or possess any military aircraft; and Great Britain, because certain individuals realised that air transport would provide a career of adventure and enterprise with a promise of financial reward in the somewhat distant future.

In actual accomplishment and in regularity and safety, Great Britain led the way for two years; in the measure of Government assistance provided she lagged far behind. The natural outcome was that money ran short; British enterprise was curtailed and in some cases destroyed, whilst those of France and Germany expanded and developed.

In 1921, a definite policy of subsidizing air transport was adopted by the Government — and although various changes of method have occurred since, our progress has been steady, but in measure of operation we are still far behind.

Germany, after an intensive internal development forced on her by Treaty restrictions, has now shaken off these restrictions, and has opened an extensive programme of world wide operations. She has already established herself in South America and in Persia. Her direct subsidies to operations during 1928 totalled £988,480.

France has pursued her original programme unflinchingly and can claim the greatest international air line development in the world, including South America. Her subsidies, including those provided by the Colonies, amounted to £927,200 in 1928.

The United States, after a period of state controlled experiment, have burst forth into an enormous commercial development within her frontiers, and is beginning to establish her national air services to South America. The U.S.A. Government does not subsidize directly her internal air lines, but provides a highly developed ground organisation costing about a million sterling a year without charge to the operator. She grants a subsidy to the principal American Company working towards South America.

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Austria, Belgium, Denmark, Finland, Holland, Hungary, Italy, Poland, Russia, Sweden, Switzerland, Yugo Slavia, have all developed efficient air services. Perhaps the most remarkable of these are the mountain services of Italy, Austria and Switzerland, and the Colonial services of Belgium and Holland.

In the British Empire, although the volume of our operations is small as compared to our wealth and our vast distances, we can claim the highest standard of regularity, combined with safety and economy.

We have now a clearly defined policy.

Imperial Airways, since April 1st, have operated a weekly service between London and Karachi via France, Switzerland, Italy, Egypt, Palestine, Iraq, and Persia; seven days interesting and comfortable travel by air; one night in the train, and the other nights at Naples, Athens, Tobruk, Gaza, Baghdad and Jask.

The Indian Government are considering plans for carrying this service on from Karachi to Rangoon via Delhi and Calcutta—another 3 days' journey.

The question of establishing connection from Rangoon to Singapore—a link in which the Singapore and Federated Malay States Governments are keenly interested—is under consideration. Australia has already established regular air routes around her continent with terminals at Derby, Perth, Adelaide, Melbourne, Brisbane, Camooweal and Normanton, and is now studying the problem of extending active operations to Singapore, as soon as regular air communication from Singapore to the Home Country is assured. I can see no reason why the through line between London and Melbourne should not be working by the end of 1931.

In the early days, this service will cover the whole distance from London to Melbourne in 17 days, the nights being spent on terra firma.

Prophecy is always a doubtful enterprise, but in my own mind, there is no doubt that, with the introduction of night flying, the improvement of ground organisation, and the increase of cruising speed in commercial aircraft, the journey from London to Melbourne will be accomplished in 179 hours, and that from London to Cape Town in 108 hours.

In Africa matters are progressing. Arrangements have been made for a service from Alexandria to Cape Town via Khartoum, Nairobi, Livingstone, and Johannesburg. The service will work in connection with the Imperial Airways service between London and India and the voyage from Alexandria to Cape Town will occupy nine days. This project is supported generously and financially by the Union of South Africa and by the Colonies, Mandates and Protectorates of the Sudan, Uganda, Kenya, Tanganyika, and Northern Rhodesia. It should commence operation in 1930, and be in full operation to Cape Town in 1931.

In addition to this, our two new airships should be flying almost immediately. Dr. Eckener by his great voyages during the last year has demonstrated to the world the wonderful possibilities of the airship as a trans-oceanic carrier. He would be the first to admit that our two airships, R.100 and R.101, are superior in almost every respect to the "Graf Zeppelin"; his endeavours have been restricted by lack of sufficient shed accommodation and shortage of money, but he has done more for the cause of airships in the last year, than has been accomplished since the double flight of our R34 to New York and back in 1919. Our first programme for the operation of these new ships is not yet decided; but Canada has provided a fine air-port in Montreal and facilities for landing and housing exist at Ismailia and Karachi. It therefore seems certain that experimental flights between Cardington and Montreal will be one of our first activities and that one ship will work on the Eastern route with a view to obtaining data regarding the operation of airships under tropical conditions concerning which no one, outside the U.S.A., has any knowledge whatever.

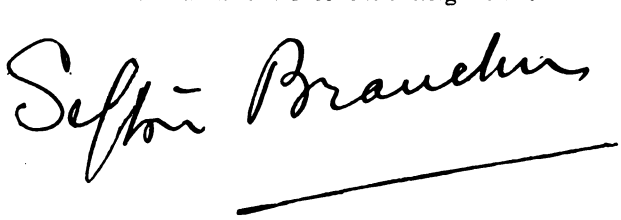
Personally, I believe that the airship will be our mainstay for cross-oceanic operation for 20 or 30 years to come, but that meanwhile the big flying boat will be developed as the most potent factor in long-distance world-wide air transport.

Already Dr. Dornier has produced a boat propelled with a total power of 6,000 horse power, and approved for a total weight of 52 tons; this great aircraft handles easily and safely, rises from the water rapidly and cruises at a high speed. Its appearance marks the beginning of a new era in air transport, but it cannot yet compete with the airship in long-distance non-stop flights.

It is useless for me to reiterate the enormous possibilities of air transport in the future.

The quality of high speed and the power to operate *direct* between any two points on the globe must definitely overshadow the passing disadvantages of high cost and dependency on weather conditions.

Air Transport in Europe is already one of the most important factors in the development of friendship and understanding between the various nations with their conflicting interests; its power in this direction in the future must be incalculable, and meanwhile it must inevitably assist in the general increase of prosperity and the development of international trade in those countries which are fortunate enough to develop their national air transport on sound lines, or to attract to their airports, the commercial aircraft of their neighbours.



Institute of the Motor Trade.—The Eighth Examination of the Institute of the Motor Trade will be held in London and Provincial Centres on 29th November next, commencing at 10 a.m. The Council are offering Gold, Silver and Bronze Medals for the three Candidates securing the highest number of marks in the 1929 Examinations (April and November). Candidates desirous of presenting themselves must give notice to the Secretary on or before the 1st November, 1929. Full particulars and Entry Forms can be obtained on application to the Secretary, The Institute of the Motor Trade (Inc.) 157 Great Portland Street, London, W.1.

The Institution of Automobile Engineers.—The opening meeting of the Session of The Institution of Automobile Engineers was held in the Great Gallery of the Royal Automobile Club, Pall Mall, S.W.1, on 1st October last, when Professor W. Morgan, of Bristol University, delivered his Presidential Address entitled "The Member and the Institution." The Address dealt with a number of matters of importance to automobile engineers in the exercise of their profession and the manner in which the Institution can assist them. The address of the Institution is Watergate House, York Buildings, Adelphi, London, W.C.2.

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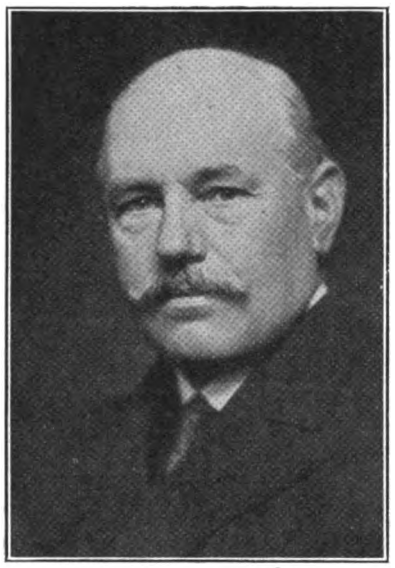
Twenty-Five Years of Motor Transport.

By J. Maughfling.

Director, John I. Thornycroft & Co., Limited; President, Society of Motor Manufacturers & Traders.

WHEN this Journal was established in the year 1904, Motor Transport was in the early stages of its development, users were few and far between, and the manufacturer sufficiently optimistic to undertake the production of motor vehicles was compelled, at considerable expense, to educate the purchaser, and his often unsympathetic staff with experience of horse transport, in the use and care of the motor vehicle generally. Gateways, works entrances and bridges were exceptionally narrow or the latter unable to stand the necessary weight; goods of every sort and description must be carried in exactly the same way as with horse transport and, in short, there was no thought of altering conditions to suit the new method of transport. Instead, the motor vehicle was expected to be constructed to meet all these exceptional conditions.



MR. J. MAUGHFLING.

Many of these troubles have been eliminated now that it is recognised that the Motor Vehicle is an absolute necessity as a transport unit, and it is realised that suitable roads, bridges, works entrances, loading bays, etc., must be provided.

One of these early conditions still exists and, it appears, must continue to exist for all time. It arises from the fact that every different and distinct trade using motor transport is faced with special circumstances as to the carriage of its goods, which may be liquid, solid, light, heavy, perishable, inflammable, specially liable to leakage, or differ very materially in size and length of the unit.

In addition to providing for the foregoing special conditions it is found that the user of any considerable fleet of vehicles (and there are now a great many of such cases), has standardised on certain fittings and accessories or tyres. He will require a special type of body to suit his trade and, as regards the chassis, his requirements may call for high or low speed, high or low frame, short or long wheelbase, normal or forward control, exceptional springing, and storage for fuel, and many other variations which need not be detailed.

Admittedly these conditions may not apply to the light type of commercial vehicle, but they do exist generally throughout the trade and, for this reason, it would seem that there never can be mass production in the manufacture of commercial vehicles in the form in which it has been adopted in the private motor car trade.

To be successful, the manufacturer of commercial vehicles must be prepared to meet the conditions stated above. It means, amongst other things, special and individual attention to each job, necessitating an expensive management staff and drawing office, the carrying of stock disproportionally large as compared with output, the maintenance and running of a considerable fleet of trial vehicles, and the application of the utmost energy and push on the part of the manufacturer to ensure the execution of the orders on his books within a reasonable time.

Having set out the circumstances under which the manufacturers are working, and it seems must continue to work, it is perhaps appropriate to say something on the question of price. Worked out on gold basis the current prices of commercial vehicles are 38 per cent. below the pre-war level. Set against this the fact that the Index of wholesale price of materials is 35 per cent. above pre-war level and the earnings of the workpeople employed 83 per cent. above pre-war level, and it will be realised that the commercial vehicle manufacturer has made a remarkable effort towards the cheapening of transport generally by improvements in design and increased efficiency in his workshops.

This considerable effort has been a costly matter to the manufacturers but it has immensely benefited the transport system of the country. It has forced other forms of transport into an effort to improve and bring their methods up-to-date, and we are now at the stage of witnessing most interesting developments. Whatever may be the results, it is abundantly clear that motor transport will increase and develop and continue to improve in the coming years.

Road Vehicles Lighting Regulations.—The Minister of Transport has made the Road Vehicles Lighting Regulations, 1929, dated 29th August, under the Road Transport Lighting Act, 1927. The new Regulations, which will come into force on the 1st November next, supersede the Road Vehicles Lighting Regulations, 1928. The new Regulations re-enact the provisions of the old Regulations with the exception of Regulation 6 in which wider discretionary powers are conferred upon Chief Officers of Police in regard to the exemption of motor vehicles in parking places from the requirements of the Lighting Act and Regulations.

Royal Commission on Transport.—The Chairman of the Royal Commission on Transport announces that following upon their appointments as Under Secretary of State for Air and Parliamentary Secretary to the Board of Trade respectively, Mr. Frederick Montague, M.P., and Mr. Walter R. Smith, M.P., have tendered their resignations as Members of the Royal Commission on Transport, which His Majesty has been pleased to accept. His Majesty has been pleased to appoint Mr. William Leach, M.P., and Mr. Frank Wallis Galton to fill the vacancies thereby created.

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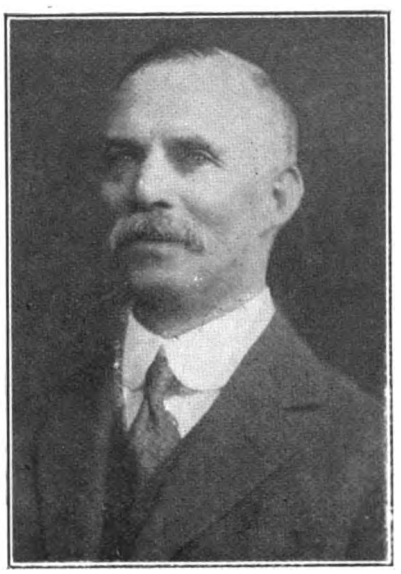
Twenty-Five Years of Shipping and Forwarding.

By M. E. Duffett,

President, London Shipping and Forwarding Agents' Conference; Vice-President, British Association of Shipping and Forwarding Agents.

FIRST of all let me congratulate you on the celebration of the 25th Birthday of *The World's Carriers*. You know better than I the exceptional advance which you, as Editor, have made in the very successful development of a Journal devoted to the interests of all classes of transport, and it is quite superfluous to mention the intensive manner in which all the changes which have come about during the last quarter of a century have been catered for, and in some cases initiated, by your consistent and close touch in all matters connected therewith.

When I look back over the last 25 years in connection with the Shipping and Forwarding interests, and think of the changes which have come about, I am somewhat surprised and feel as one always does, how much one could have done if the power of looking into the future had been possible. Twenty-five years ago the London Shipping and Forwarding Agents' Conference, although it had then existed for seven years, was not the power it is now. It then consisted of only a few firms who had the foresight to see that if they were to maintain their position in the trade, they would have to have some means of collective action if need arose. Apart from this there was the necessity to remove what then existed to a very large extent, which was a jealousy and suspicion, a species of internicene warfare, between the various firms who were interested in the same trade. It was a very tough and uphill fight for a number of years to arrive at any condition of cohesion between members who were always inclined to sit on the fence for fear a rival might do something antagonistic to them, but as time went on this was gradually improved until now we find it easy to bring into active collaboration firms who have previously refused to have anything to do with each other.



MR. M. E. DUFFETT.

The number of members of the Conference has increased to such an extent that we are now approaching 100 strong. In the early days the Conference was almost unknown to the Steamship Companies, Railway Companies, Port Authorities and others, but now it is welcomed by all of them as a means of ventilating any grievances on either side, and serves the useful purpose of assisting to arrive at a solution of difficulties which from time to time are bound to arise.

Amongst other changes there has been that of amalgamation of interests in every direction and the continued growth of trade associations, without which nothing can be accomplished in these latter days. Merchants and others no longer plough their own lonely furrow, but find it a necessity to work hand and glove with their own competitors.

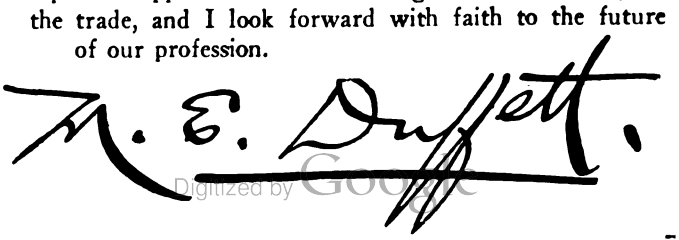
As a result of the efforts of the London Conference there has been evolved the British Association of Shipping and Forwarding Agents, which comprises Forwarding Agents from all parts of this country, and this Association serves a very useful purpose in dealing with matters which concern the whole trade, and which apply to the whole of the Ports in the Kingdom, but which do not in any way affect the domestic affairs and local arrangements of London, Liverpool, Glasgow, Manchester, Hull or other Ports where there may be local Associations.

Another advance has been the close collaboration with the European Forwarding Agents' Association which comprises the Forwarding Agents of the whole of the Continent of Europe. This also applies to the Forwarding Agents of America, particularly the Freight Forwarders' Association of New York, who, in conjunction with us, have been able to do good work for the benefit of Forwarding Agents in general. Who could have foreseen 25 years ago the rapid advance in aviation, road transport and development of steamers. In the air we have now reached a stage where fast traffic, both passenger and goods, goes by air, and the rapid development on the road is doing much to stimulate the efforts of the Railways. As to Steamers, the advance in speed has had the effect of revolutionising, in many respects, the routine of shipping goods. The Forwarding Agent 25 years ago, when the telephone was young—the typewriter was undeveloped, and the numerous artificial aids which are now necessities were looked upon as novelties—had a difficult time, but it was nothing compared with the stress and rush of these days. In the old days when the Customs Duty on goods was limited to a few articles, the Forwarding Agent's Custom Department was a small affair. A mighty change has now come over the scene and the present day Forwarding Agent has to maintain a Staff of highly technical and expert Customs Clerks to deal with the various intricate Customs' formalities in connection therewith. Whether the future will bring about the Licensing of Custom House Agents by H.M. Customs, as was the case in earlier times, is a matter which will require consideration in the future in the interests not only of the Government but also for the safeguarding of the importers.

The London Shipping and Forwarding Agents' Conference is of sufficient importance and has to deal with so many questions that it has been found necessary to form separate sections to deal with the various trades, and this has resulted in many advantages.

The Forwarding and Shipping business is no longer one which can be conducted by anyone with a limited amount of experience, but has become so highly specialised a branch of transport that it can only be carried on satisfactorily by a well established concern with long experience of the necessities of traders.

Having acted first of all as Secretary, and then for many years as Chairman and President, I have had exceptional opportunities of knowing the inner history of the trade, and I look forward with faith to the future of our profession.



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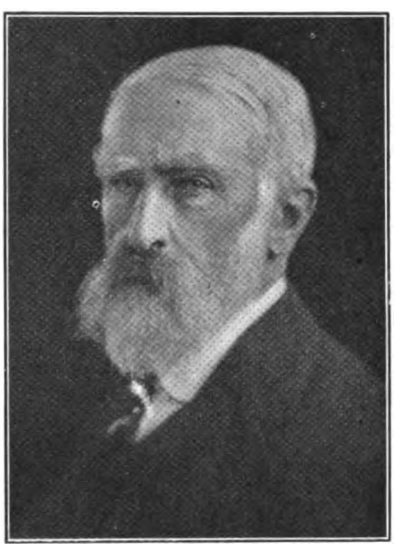
Transport by Canal.

By R. Fane de Salis, B.A., F.G.S.
President, Canal Association.

The canal industry, sometimes regarded as obsolescent, is really of such national importance, as the third largest carrying agency in the country, that a few figures may not be out of place. There are in Great Britain nearly 4,000 miles of canals and navigable rivers owned by railways, private companies and public bodies, carrying some 25,000,000 tons of traffic yearly. According to returns issued by the Ministry of Transport for the year 1927 the five principal items originating on canals were :— Coal, 7,066,400 tons; building materials, 1,601,386 tons; raw materials, 1,594,549 tons; industrial products, 1,498,298 tons; agricultural produce and foodstuffs, 1,455,286 tons. The above figures do not include the Manchester Ship Canal.

Owing to the canal building era having preceded railways by some fifty years, certain routes and branches to small towns have necessarily ceased to be serious competitors under modern traffic conditions, examples are the Basingstoke Canal, which was originally intended to carry on over the downs to Southampton, and the Kennet and Avon Canal, from the Thames at Reading to Bristol, in this case modern sea and rail transport is more efficient. On the other hand, we find certain canals carrying a large specialised traffic successfully in competition with road and rail :—The Aire and Calder, coal to the port of Hull. The Trent and Mersey, the products of the china factories in the Stoke district for shipment, and flints and china clay from France and Cornwall to the factories, the raw materials of the china industry. The Grand Union with its access to the Port of London at Brentford and the Regent's Dock, bringing in coal, timber, grain and flour, strawboards, tea, cocoanut oil, etc., ex ship, and with factories established along its banks, and availing themselves of both rail and water transport with the added advantage of the use of canal water for condensing and cooling purposes.



MR. R. FANE DE SALIS, B.A., F.G.S.

Although the era of canal construction, other than ship canals, is probably over—the last to be constructed was the Slough Canal about the year 1880, a branch of the Grand Junction Canal from West Drayton to Slough—improvements are being constantly made to enable canals to meet modern transport requirements. The increasing use of motor traction, which is gradually superseding horse traction, and may itself in time be rendered obsolete by electric traction, calls for better bank protection than sufficed for the horse-drawn boat.

Owing to the use of efficient modern dredging plant and good maintenance, while the size of boats is regulated by lock dimensions, they are able to carry an increased load, reducing cost of haulage. Bridges built a hundred years ago to suit the traffic of that time, and quite unfit to carry modern loads, or to pass traffic safely, are being steadily replaced, and under the Bridges Bill of last Session more rapid progress may be anticipated. The companies themselves, or in conjunction with their traders, are improving warehousing and installing mechanical means of loading and unloading. On certain routes it may be advantageous to construct new locks, or lifts, to enable a pair of boats of 7 ft. beam, or a boat of 14 ft. beam, carrying about 80 tons to pass, effecting a considerable saving in the cost of transit. Improvements necessarily cost money, which would clearly not be remunerative for some time.

Probably some companies will find it to their advantage to avail themselves of the Government scheme to enable them to raise funds free of interest for a period of years. Development Bill (Loan Guarantees and Grants). A deputation from the Canal Association on this subject was recently very favourably received by Mr. Morrison, the Minister of Transport.

Canals, owing to the early date and haphazard way in which they were constructed, suffer under great disabilities. Thirty-three companies, including four railway companies, own 2,475 miles, the remainder consisting of navigable rivers and drainage areas being chiefly controlled by fifty-one public bodies. The Royal Commission of 1906 came to the conclusion that the first essential to progress was the unification of ownership. This seems obvious, and the first step in this direction was taken last year by the amalgamation of the Regent's, Grand Junction, Warwick and Napton, and Warwick and Birmingham Canals. The Grand Junction Canal had many years ago purchased the Grand Union and Old Union Canals, giving access to Leicester, so that now the Grand Union Canal, the name taken by the combined group, own the whole route between London, Leicester and Birmingham, a length of about 250 miles. Further amalgamations could take place with advantage, but as the old canal companies are statutory and not limited liability companies, an Act of Parliament is required to obtain any fresh powers, whether to raise money or for the simplest amalgamation scheme. Not only has the cost of this to be met, but the heavy stamp duties exacted by the Treasury on company amalgamations, which were waived in the case of the railway amalgamations in 1921, have to be paid. The time is ripe for the encouragement of a form of transport which can do much to relieve both road and rail of traffic for which they are not so well suited.

Combined motor and canal transport may well play its part in developing transport by water. Certain firms of carriers now use motor transport for collection and delivery to canal wharves, and it may be that canal companies in the future will find it economical to work their own fleets of lorries.

In this article I have thought it as well not to touch on the question of the reconstruction of canals to a 100 tons or larger standard, because this could only be considered if the State, or a public trust, were to take them over. As commercial concerns, any improvements considered must be such as have a reasonable prospect of being profitable. In the case of public ownership a direct profit may not be the determining factor.

R. Fane D. Salis

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What Road Motor Transport means to the Man in the Street.

By Geo. Monro, C.B.E., M.Inst.T.

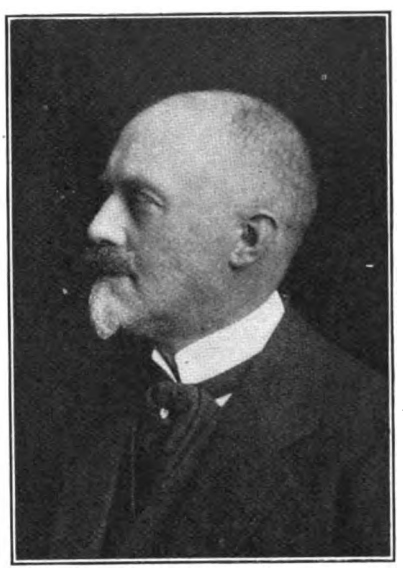
President, The Commercial Motor Users' Association (Inc.).

It is doubtful whether the average "man in the street" fully appreciates the extraordinary advance which has been made in the road motor transportation system of the country during the present century, or the extent to which the operation of commercial motor vehicles function towards the common good and the prosperity of the nation.

Development.

When one realises that there were less than 3,000 commercial motors on the highways of the country when the first number of *The World's Carriers* was published on the 15th October, 1904, as compared with more than 400,000 such vehicles in regular use to-day, one can form some slight conception of the marked progress of road motor transport in the comparatively short period of a quarter of a century.

This development has been so rapid that, whilst not wishing to enter into the realms of prophecy, I feel on safe grounds in suggesting that before very long the number of commercial motor vehicles in use in Great Britain will be in excess of 500,000, the number of employees engaged in the industry (which now exceeds 800,000) will be more than one million, and the amount of direct motor taxation contributed by the owners of these vehicles, which is now over £10,000,000, will exceed £15,000,000, figures which I venture to assert entitle the road motor transport industry to rank amongst the great industries of the country.



MR. GEO. MONRO, C.B.E., M.INST.T.

Goods Transport.

Road motor transport enters into so many activities of the community that it is difficult to single out any one in which the commercial motor vehicle does not play a part—in many cases an important and even fundamental part. It is often not realised what an important part road transport does play in the industrial life of the country. In fact, the scope of the commercial motor to-day may be said to be almost unlimited, for there are few industries in which motor haulage cannot be employed with advantage. Millers, brewers, quarry owners, collieries, building contractors, drapers, grocers, cotton and woollen manufacturers, and so on, all take advantage of the facilities afforded by road transport.

For instance, when cotton arrives at the port as a raw material it is taken to the spinning mills where it is made into thread or yarn; then to the manufacturers of the cloth, and from there to the finishing works to be bleached or printed; then on to the wholesaler and the retailer and finally to the public. In all these stages commercial motor vehicles are frequently employed. Again, to take the great industry with which I am more intimately concerned, *viz.*, agriculture, road motor transport has enabled the farmer to carry to the market his livestock, poultry, corn, hay and market garden produce of all kinds, and to take back to his farm the various goods which he requires for his own use.

These instances are merely chosen as being typical of the uses to which road motor vehicles are now put, and I am convinced that we are on the threshold of even greater developments.

Passenger Transport.

So far as the "man in the street" is concerned, the passenger side of the industry is perhaps the one which makes the most direct appeal to him. In the early days of the movement many of the smaller towns and villages were practically isolated, the only means of communication between them and the railway or neighbouring places being by slow horsed-vehicles, and one result of this lack of adequate transport facilities was that no small difficulty was experienced in making close contact between town and country. The development of this side of the industry has conferred many advantages upon individual members of the community. It has enabled the town worker to reside further and further from large towns, with resultant improvement to health, and has brought the shopping amenities of the towns to the doors of those who live in villages. It has also provided a means for those who do not own their own motor cars to enjoy the beauty of the countryside.

A Tribute to "The World's Carriers."

I have witnessed the growth of the road motor transport industry from its earliest days, and I am making this small contribution as a tribute to the success which *The World's Carriers* has achieved during the twenty-five years of its existence. The guiding principle in its policy has at all times been the advancement of road transport, and in acknowledging the service which it has already rendered towards the progress of the industry I can only hope that when it comes to celebrate its jubilee its record of usefulness during the second quarter of a century of its publication will be even more marked than in the past.

Geo. Monro.

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Twenty-Five Years of Transport by Road.

By P. R. Turner.

President, London Cartage and Haulage Contractors' Association.

So far as transport is concerned what a wonderful vista of change and development a retrospect of the last twenty-five years produces. In any sphere of transport this is manifest, but in none more so than in the transport of goods by road.

Twenty-five years ago this form of transport operated in very restricted areas, the horse being the only motive unit. The industry and ingenuity of men, however, produced two new factors which ultimately influenced the great transition from town cartage to road transport as we know it to-day. These were the invention and perfection of the internal combustion engine and the great improvement in the building of roads.

Where the delivery of goods by road was restricted to a few miles, the new factors have now so altered conditions that no restriction exists throughout the length and breadth of the land. Traders were not slow to avail themselves of the new facilities offered, and consequently the vehicles now trading on the roads of the country number hundreds of thousands.

MR. P. R. TURNER.

Together with the petrol motor, steam and electrically driven vehicles have developed, but not to the same extent, and the internal combustion engine is at present paramount in this field.

The first steam wagons were of little utility, and it was not until 1910 that they were seriously considered and used by the road transport industry. Prior to this date, the petrol vehicle was also little used, as it proved expensive and unreliable. The process of perfecting, however, went on rapidly and just prior to the Great War made a great advance. The large proportion of dead load carried by steam and electric vehicles has hindered them in the race, and because of its proportionally widened, with the most beneficial results for the ahead. It has made enormous strides, and to-day the great six and eight-wheelers are a common sight on the roads. Indeed, its potentialities both as to speed and to carrying capacity seem practically unlimited and are only kept in check by the restrictions of the Law. The natural prejudice in the trade for the horse gradually gave way before the new factors, and the field of activity continually widened, with the most beneficial results for the trade of the country.

The first motor vehicle appeared on the roads of this country about 1895, and in order to meet the demand for the removal of restrictions, such as the necessity of carrying a red flag in front of a mechanically propelled vehicle, the Locomotive and Highways Act was passed in 1896, followed by the Locomotives Act of 1898. Further development was followed by the Motor Car Act of 1903, and a system of motor registration was then set up. Another Order known as the Heavy Motor Car Order followed in 1904, which fixed the speed for heavy motors and trailers.

Up to the year 1909 motor vehicles paid an ordinary carriage tax of two guineas per annum, up to one ton unladen weight. Four guineas from one to two tons, and seven guineas over two tons. In the year 1909 a new scale was introduced, based on horse power, and also a petrol tax of threepence per gallon, the proceeds of these taxes being specifically earmarked for the improvement of roads. Subsequently, in 1920, the petrol tax was abolished and a greatly increased scale of taxation imposed on motor vehicles. Additional taxes were made in 1926, and to add insult to serious injury a petrol tax of 4d. per gallon was again levied in 1928.

The later heavy additions of taxation can be directly attributed to the activities of the Railway Companies, who were becoming alarmed at the rapid strides road transport was making. It had been thought for some years that the new form of transport would prove supplementary to rail transport and that as time passed each would find its own sphere in the national economy without detriment to the other.

The general evidence up to 1920 certainly supported this idea, but the rapid expansion of road transport over ever greater distances, offering new facilities to traders, proved road transport to be a serious and successful competitor of the railways.

The greatest impetus to motor transport came immediately after the close of the Great War, when the ports and railway depots of the country were congested with goods and unable to deal with traffic expeditiously. Traders, therefore, availed themselves of the alternative means at their disposal. The following years showed a steady increase in the number of road vehicles in use, and finally led to the railways asking Parliament for sanction to acquire interests on the road. After some abortive attempts by separate railway companies, Bills promoted jointly by the whole of the railways became law in 1928.

It is yet too early to say what effect these Bills will have on the road transport industry, but the railways have already been active in acquiring interests in several large passenger-carrying undertakings. The goods-carrying side of the industry presents a very difficult problem, as it is made up of a very large number of small units and is open to participation by all.

Twenty-five years ago road transport was comparatively insignificant, but to-day it is of the utmost importance to the State, directly employing several hundred thousand men, and indirectly many thousands more. The horse was supreme then, and while it still plays its part to-day in docks, congested areas and on very short hauls, it has to play "second fiddle" to its mechanical cousin.

Twenty-five years ago the sponsors of *The World's Carriers* were bold men who lived on hope, but to-day they are the servants, mentors and scribes of an enormous industry. *The World's Carriers* serves a most useful purpose in recording the history of the trade, in expressing the views of its leading members and often in guiding thought in the industry into right channels.

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Public Road Passenger Transport, 1904-1929.

By Frank Pick.
Managing Director, London General Omnibus Co., Ltd.; Chairman, Omnibus Owners' Association.

Twenty-five years cover almost the whole history of motor vehicles employed in public passenger transport on the roads. With the emancipation of the power driven vehicle in 1896, the development of large passenger carrying vehicles was slow. The first petrol-driven omnibus went into service in 1900, followed by a steam-driven omnibus in 1902. They were short-lived, a constant succession of experimental vehicles following each other until about 1905. In 1904 there were only 31 omnibuses licensed in Greater London by 1906 there were 464, and in the interval what had been a novelty had become accepted practice. Yet London cannot claim the honour of the first regular motor omnibus service, for this it would appear belongs to the County of Cornwall, the Great Western Railway starting its service between Helston and the Lizard in 1903. Or taking the country at large, though accurate estimates are hard to come by, there were about 75 motor omnibuses at work in 1904 and over 1,000 in 1906. Meanwhile, the horsed vehicles were steadily dwindling in numbers, the last horsed omnibus in London passing out in 1911, so that by 1912 the motor omnibus and motor coach had the field to themselves. At the close of 1928, according to the latest returns of the Ministry of Transport, there were about 26,000 in service. Thus in this short period of twenty-five years from small beginnings a substantial industry has been built up, which must now provide services amounting to 750 millions of car miles and carrying upwards of 5,000 millions of passengers in a year.

MR. FRANK PICK.

The history of the industry falls into three phases. There was the steady growth that preceded the war of 1914-1918. The record was marred by the numerous accidents attendant upon the introduction to the roads of relatively fast vehicles to which people were largely unaccustomed. The record was also marred perhaps by ill-advised regulations as to use and construction which straightened progress along particular channels. The need for the revision of these regulations had become apparent, and the need for regulation in fresh directions had become acute before the war. Then came the war, and so far as civil users were concerned, all progress was stayed, though military requirements led to considerable advancement in design and reliability. Even after the conclusion of the war, it was almost two years before any substantial activity was apparent. So the post-war phase is reached and for ten years there is its extraordinary record of expansion and promise. The motor coach running regular excursions had made its appearance tentatively about 1912, but it was not until after the war that the running of these vehicles upon long distance excursions became such a noteworthy feature, growing in London to such a pitch that in 1929 there were not less than 750 time-tabled departures on an ordinary week-day to the coast and the country.

The demobilization of soldiers, who had learnt how to handle mechanical transport in the field, with satisfactory gratuities in their possession which they wished to apply in providing themselves with an outdoor, active livelihood, led to a quite reckless multiplication of road transport facilities. This in its turn depleted the passengers of the railways and at the same time built up an entirely new passenger traffic, thus creating a fresh social problem not easy to resolve and harmonise. The war was almost transferred to the roads, and there were casualties and alliances which served to straighten matters out a little. Yet the underlying confusion remained, and transport at times and in places was more a commercial speculation than a public service. Departmental Committees of the Ministry of Transport reviewed the situation and submitted recommendations for its amendment which are still a dead letter. These same committees reviewed also the whole scope and character of the regulations governing the licensing, construction and use of public service vehicles, but except for some urgent adjustments, once more effective action has not been taken, and at this time the whole matter stands referred to the Royal Commission on Transport.

Yet it must be admitted that the post-war omnibus, introduced from 1920 onwards, was a marked advance upon the pre-war omnibus. If the main features must be noted they were the increase in size and in power, the forward position of the driver, the low loading platform, which eventually permitted the covered top and the adoption of pneumatic tyres.

All this while the need for some measure of control in the public interest was recognised in every quarter, but except for the London Traffic Area nothing was done. The railways, with traffics abstracted from them in all directions, sought, and obtained in 1928, powers to join in the scramble for road traffic, powers which they have employed to establish themselves in effect as the dominant partners in substantial road passenger transport undertakings. So the year 1929 finds road passenger transport still in an unstable and undefined condition. In fact, this form of passenger transport has reached a crisis in its career without attracting such measure of public support and attention as might ensure it a fair and equitable settlement. For somehow road transport has not at the moment too many friends.

During the whole of this period there were in existence associations of motor omnibus proprietors charged with the task of watching and defending motor omnibus interests, and in 1917 an amalgamation of the two largest bodies gave to the industry an effective organisation for its protection. The Omnibus Owners' Association has in its brief life taken an active part in many ways in trying to establish its industry upon sound lines, having regard to the public good as well as private enterprise. It has been represented on nearly all Government enquiries and has assisted with its experience and advice in framing what policy there is. It has opposed, not unsuccessfully, those who cut across what it thought to be right policy. But all its actions have been necessarily critical and destructive. It cannot rest with such a body to be constructive. That is the function of those who exercise the right of regulation

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and control, primarily the Government, and secondarily the Licensing Authorities. This body, therefore, cannot bear the blame for the lack of coherence and consistency which besets passenger transport on the roads.

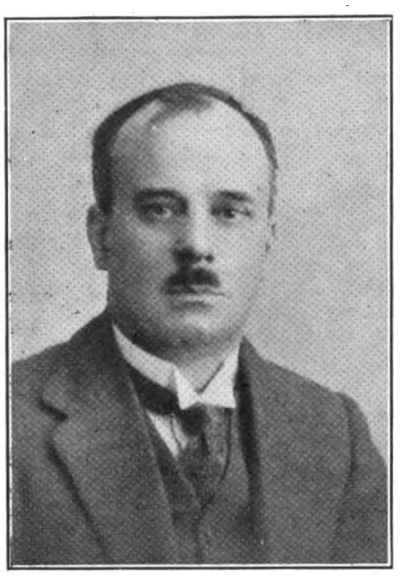
In the prevailing troubles what is most needed is a well considered statement of the national policy with regard to roads and road traffic, framed from a broad unselfish view of the whole traffic problem of the country. For what are the roads being improved and extended? Is there to be an independent road traffic? Is free and unqualified competition to be preferred to co-ordination? What purpose is served by regulation and how far do the present regulations serve any such purpose? Are the burdens thrown upon road transport equitable in their amount and incidence? If road transport at home were examined dispassionately, the answers to some of these questions would be rather surprising. If road transport at home were compared with road transport abroad, some of the disquieting answers would be amply and emphatically confirmed. Road passenger transport is not receiving the consideration and attention it deserves. It is being regarded as subsidiary to other forms of transport, resulting in a false perspective.

So on this twenty-fifth birthday of *The World's Carriers* the occasion seems fitting to make an appeal through its columns, knowing that for all these years it has been labouring in the cause of transport in the most liberal and generous sense.

Congratulations from G. C. Horton.

Chairman, Liverpool Shipping and Forwarding Agents' Association.

It was with much interest that I learned of the special edition you are publishing to celebrate the twenty-fifth anniversary of your useful and interesting review.



MR. G. C. HORTON.

During that period there have been enormous advances in methods of transportation, and it is very doubtful whether any future twenty-five years will witness such important changes.

Your review has always kept well to the front in dealing with these changes and transportation in general, to the great benefit of your readers.

I think I am right in stating that your paper fills a unique position in transportation affairs and, whilst it is stated that we are a nation of shopkeepers, transportation plays a leading part in the Nation's life.

I take the opportunity to express my personal appreciation of your Review; also of the great interest shown by you at all times in matters concerning transportation in general and Shipping and Forwarding Agents' Associations in particular.

With sincere wishes for your continued prosperity.

National "Safety First" Association.

The September issue of "Safety First," the quarterly journal of the National "Safety First" Association, makes very interesting reading. It is announced that the Association's Road Safety Congress this year takes the form of a special session at the Public Works, Roads and Transport Congress and Exhibition, and will be held in the Royal Agricultural Hall, London, at 2.30 p.m. on Monday, 18th November. The Chair will be taken by the Rt. Hon. Viscount Brentford, of Newick, President of the Association, and County Alderman G. Marlow Reed, J.P. (Vice-Chairman of the Middlesex County Council) will give a Paper on "Local Authorities and the 'Safety First' Movement." An interesting article in the September issue of the Association's journal is contributed by Sir Herbert Austin, K.B.E., who writes on "Building Safety into Motor Vehicles." Signal lights in place of a policeman on point duty to control the movement of traffic, particularly at cross roads, have been extensively used abroad, chiefly in America and Germany, and the system is coming more and more into use in this country. Full particulars in regard to the siting and interpretation, etc., of the signals are given in an article on "Automatic Signal Lights for the Control of Street Traffic." The recently issued Report of the Royal Commission on Transport which emphasised the value of the work of the Association is referred to. The following is an extract from the Report:—"The most hopeful method of inducing pedestrians to exercise greater caution is by means of education and propaganda. This is being carried out with marked success by the National 'Safety First' Association, of whose work we cannot speak too highly. In our opinion the Association should receive much greater recognition and support." Articles on industrial accident prevention and safety organisation are given, dealing with the value and display of posters; securing results; the value of Safety Committees and the suggested rules therefor; "Safety First" as a factor in costing; and "First Aid" as a factor in Safety, etc. The address of the National "Safety First" Association is 119 Victoria Street, London, S.W.1. Lt.-Col. J. A. A. Pickard, D.S.O. is the General Secretary.

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Modern Ports and the Transport Industry.

By D. J. Owen.
General Manager, Port of London Authority.

Primitive man's first means of water transport was a crude form of craft, but he managed to navigate inland waterways and even ventured some distance on the high seas. Increasing skill in the building of boats and ships enabled him to cross the oceans and establish the foundations of international trade. Present day civilisation is dependent upon the continuance of international intercourse.

The small ships with shallow draught of the earliest days required very little in the way of artificial facilities for their loading and unloading. As time went on, it became necessary to provide small piers or platforms of timber or stone at which the vessels could lie or discharge their inward cargoes and load goods to be taken away. These facilities were increased gradually to meet new conditions consequent upon increasing trade and the growth in the size of ships. Eventually, the latter factor led to the concentration of shipping at different points on the coast and on the banks of deep rivers possessing suitable conditions.

MR. D. J. OWEN.

Thus the situation of most of the great ports of the present day was, in the first instance, determined by the natural facilities they possessed for the safe harbourage of vessels of considerable draught. In more recent times the persistent increase in the size and draught of vessels necessitated the carrying out of great engineering works to supplement the provisions of nature, and there came into being the dock systems which now exist at most of our ports.

The History of the Port of London is an excellent example of this general evolutionary process. Up to the end of the tenth century the growing requirements of trade had been provided for more or less satisfactorily by the erection from time to time of wharves on the riverside. The limitation of space in the river then brought about congestion, delay and other evils, with damaging results to trade, and the very early days of the nineteenth century saw the commencement of the construction of the great dock systems which are so essential for the port's present vast traffic and trade.

It has been said of the transport industry generally that it is "the key industry without which hardly any other industry can flourish," and the importance of efficient transport for goods and passengers in the economic chain of international trade cannot be overrated. Ever since the British people became a maritime nation the ports of this country have been all important to its prosperity. As the result of intensive improvement and equipment schemes carried out during the past few years at London and all the great ports, it can be stated that they now possess adequate accommodation and efficient equipment to deal expeditiously and economically not only with existing trade but also a greatly increased volume of traffic.

Those responsible for the administration of our ports will be grateful to *The World's Carriers and Carrying Trades' Review* for the service it renders by the dissemination of information which keeps them in touch with all branches of the transport industry and the changing requirements of trade. The Journal is to be congratulated upon its record during the past quarter of a century.

British Empire Trade Exhibition, Buenos Aires, 1931.

The British Empire Trade Exhibition in Buenos Aires, organised by the British Chamber of Commerce in Argentina, is to be held for six weeks during February, March and April, 1931, and will be the first of its kind ever held in South America. Anglo-Argentine interests, both at home and abroad, have given the Exhibition their strong support, and, in addition, have subscribed substantial guarantees. It is of great importance to Great Britain that she should maintain her position and trade in South America, and the object of the Exhibition is to place British trade with Argentina more on a par with British purchases and investments there; to demonstrate not only to Argentina, but also to all South America, that British initiative, British goods, and British salesmanship, backed by British credit, so far from declining are preparing to reach higher levels than ever before. All communications regarding the Exhibition should be addressed to the General Manager, British Empire Trade Exhibition, Buenos Aires, 1931, 5 Parliament Mansions, Orchard Street, London, S.W.1, or, locally, to the Exhibition offices at Calle Reconquista 46, Buenos Aires.

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Twenty-Five Years of Road Transport !

Looking Backward.

(Specially Contributed by a Pioneer).

THE twenty-fifth anniversary of the publication of *The World's Carriers,* reminds me that it is a little more than twenty-five years since I, with the confidence of youth, entered the road transport industry, my rolling stock consisting of four steam wagons and four trailers. To look back so many years makes me feel old, nevertheless, I feel far younger than I did in those several harrowing years in which I endeavoured to earn a livelihood as a motor haulage contractor. I was a pioneer, but by no means the only one—there were several others, but I do not know of one who made his business a success. One business, it is true, still bears the original name, but the owners of the name have long since ceased their connection with the business. Haulage contractors of to-day will wonder why, there being practically no competition twenty-five years ago, and no price cutting, haulage contracting should not have been an assured success. The reason why it was not a success is easily explained. It is true there was little or no competition as far as motor transport was concerned, but there was price cutting enough, too much in fact for any of us. We were in direct competition with horse transport contractors, an organised trade at that time even, whilst we of the motor haulage industry were interlopers, and every man's hand was against us. We were competing largely with horse transport and the radius of action of our vehicles was very little greater than that of horse vehicles of equal capacity, our capacity being about 3-tons, and we generally overloaded an additional ton in frantic endeavour to get a bit of our own back. If we did try longer journeys so as to get away from horse transport competition, we came into conflict with the railways, and when our transport showed promise of becoming a success, the railways would drop their freight charges and the firm's for which we carried had not the slightest compunction in returning their traffic to the railways and so leaving us without employment. We were all more or less in a small way, our capital being tied up in our rolling stock so that we were sorely pinched when encountering lean times. One of the many difficulties the pioneer haulage contractor in a small way experienced, was that of obtaining regular employment for his vehicles at remunerative rates. It is of course a usual difficulty to-day, but different. Occasional loads paid best, but it was impossible to fit them in so as to keep the vehicles in constant employment, so most of us found it necessary to obtain employment from such firms as millers and brewers. The rates per ton they paid us were small enough but the work had the merit of being comparatively regular, and no doubt we could have got along fairly comfortably, but even these people used to "let us down" most unmercifully. They were interested in our vehicles and they used us for experimental purposes. They did not reduce their own rolling stock in order to keep us employed but perhaps took a little from the rail and any surplus they could not manage themselves they gave us. Any evening they might tell us that we would not be required the next day, or perhaps they would require only one vehicle instead of four and we would be very fortunate indeed if at such short notice we could find employment for the next day; mostly we were unable to do so. Obviously motor haulage was ideal for brewers, millers and such traders—we proved it to be so to our financial loss and then they purchased their own vehicles! I, in desperation, determined to try my luck in the Manchester area, being tempted by the vast amount of haulage in connection with the cotton industry. But if I found it difficult in the Midlands where I had hitherto been operating, it was far worse in the northern Midlands. For some reason or other, mainly I believe because of the advanced stage of organisation in the carrying industry of that district, I was literally starved out. The few loads I did obtain usually occupied the best part of a day to collect in lots of hundredweights from the various warehouses, and the mills to which they had to be delivered were frequently almost inaccessible by road. The difficulties in the way of motor transport in the cotton area in those days is astonishing in view of the fact that more motor lorries are employed in that district to-day than in any part of the Kingdom.

The difficulties in the way of obtaining sufficient freight were only part of the trials of the pioneer motor haulage contractor. The vehicles themselves were thoroughly untrustworthy for the simple reason that the heavy motor was then in its infancy. The makers themselves were novices. The materials used in their construction were vastly inferior to those used in chassis construction to-day. The design and balance were poor and lastly there were few good drivers to be had. Having got the lorries off in the morning one lived in fear of the telephone bell for the rest of the day, and seldom was this fear not amply justified. Back axles and crankshafts were constantly breaking and break downs of this description meant days and nights on the road and entailed great expense in wages, time lost, the provision of relief vehicles, and the extortionate prices which had to be paid to the maunfacturers for spares in addition to the difficulty in obtaining them. There was no such thing as "service" in those days and we pioneers served the manufacturers as their experimental departments at our own expense. It was indeed expensive work as may be imagined from the fact that the bill I received from my manufacturers for repairs to two vehicles only, amounted to £300 in less than six months from the day I purchased them. For firms with a large amount of haulage of their own such as in the brewing and milling trades, the cost of transport was not of primary importance, there being incidental advantages which more than compensated for additional transport expenses and therefore they were able to "carry on" and gradually built up the huge fleets they own to-day.

The roads in those days also were a terrible handicap. Even in the large towns many of the streets were still water-bound macadam, whilst in the country there was nothing else. The road surfaces were rough and in the wet weather they were soft and provided heavy running. All heavy vehicles were shod with steel tyres so that in the case of snow the vehicles were idle for just so long as the snow lay on the ground. With vehicles inefficient as compared with those of to-day the fuel consumption was heavy under any circumstances and in very bad weather one hundredweight of coal per mile travelled was not exceptional. The road crusts too were weak and the road haunches were frequently unmetalled so that to draw into the side of the road to enable other vehicles to pass was courting disaster. The "bogging" of vehicles was therefore a frequent occurrence and was responsible for hours of delay. Truly the lot of the pioneer motor haulage contractor was not a happy one.

In those days the petrol lorry was only just making its appearance. I ordered one of the first to be made. It was a two-tonner with steel tyres. It took three days to reach my depot, a distance of about 150 miles from the works. Before accepting delivery, I insisted on a trial run and loaded it with two tons of mineral water for

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delivery at a depot 20 miles from my own. It was supposed to travel 12 miles per hour but it took 6 hours to make the journey. It was towed home by one of my steam wagons and it was dismantled in my depot to see what was wrong. What was wrong was not difficult to locate as the change speed gearing had gone to pieces entirely as though the gear wheels were of lead instead of steel. I was assured by the manufacturers' representatives that this was nothing much and they would replace the gears for me. I would have none of it however, and in due course the vehicle was returned to the manufacturers' factory by train. It was a little experiment from which of course the manufacturers benefited, but which they would have had me carry out for them had I been willing, and it would have cost me a matter of £500. The manufacturers of course did benefit, for because of it and other similar experiences, the incentive was provided for steel manufacturers to concentrate on the production of more suitable steels for use in the motor chassis.

Pioneer motor haulage contractors were mostly forced out of the business by financial circumstances but whatever the reason may have been, we were all glad to be free of the anxiety and worry of it. But there were always others to take our places and reap the benefit of our experience. Few of us have however completely severed our interest in the business, and when we occasionally meet each other at the commercial motor shows at Olympia, we compare notes, and as we look around and see the evidence of the great development which has taken place since those early days we take legitimate pride in the part we took in giving this mighty industry a start, but we ruefully think of what might have been our position had we invested our money in some already established business—even had we waited a few years longer instead of essaying the part of pioneers.

Congratulations from W. Edwards.

President, The National Road Transport Employers' Federation.

FOUR years ago it gave me great pleasure to congratulate *The World's Carriers and Carrying Trades' Review* upon the attainment of its majority, and I am now pleased to be able to renew my congratulations upon the completion of its first quarter-century.

MR. W. EDWARDS.

The World's Carriers keeps abreast of the times in a wonderfully vitalising manner, for all interested in transport, in whatever form, may safely rely upon it to keep them acquainted with new departures and developments.

The rapid strides made in the last few years in particular branches of transport have brought in their train journals specifically devoting themselves to those interests, but *The World's Carriers* continues to provide a comprehensive survey of the whole field, presented in a pleasing and attractive form. By consistently maintaining this policy of giving equitable treatment to all branches of transport, and by the fairness and absence of bias which characterize its editorial comments, the journal has assured for itself a permanent place in the world of transport; and on behalf of this Federation and on my own behalf, I tender my heartiest congratulations to the Editor and to *The World's Carriers* upon the attainment of this conspicuous landmark in its history.

With all good wishes for the future.

W Edwards.

Congratulations from J. H. Turner.

President, Metropolitan and Home Counties Road Transport Contractors' Association.

As a subscriber to your journal from its inception, and as President of the Metropolitan and Home Counties Road Transport Contractors' Association, it affords me the greatest pleasure to congratulate you upon having attained your Twenty-fifth Birthday.

My mind goes back to those early days when it was most difficult for the views of haulage contractors to be adequately and fearlessly placed before the public, and your assistance at that time was greatly appreciated. Since the advent of mechanical transport you still maintain that position, without overlooking the fact that the horse still continues to be an economic factor in the life of the great metropolis, as evidenced by the wonderful parades which are held in Regent's Park on Easter Monday and Whit Monday.

MR. J. H. TURNER.

As a member of the London and Home Counties Traffic Advisory Committee, I would also express my thanks for the manner in which you, through your journal, so widely publish its rules and regulations that have done so much to speed up the traffic of London, congested though it still may be.

The best wishes of every member of my Association are with you, and if you will continue to collect, collate, disseminate and distribute views and information as fearlessly as you have done in the past, then continued success, which you so justly deserve, will be fully assured.

J. H. Turner

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The Future of Transport.

Looking Forward.

By James Paterson, M.C.

Managing Director, Carter, Paterson & Co., Ltd.

To-day we are congratulating *The World's Carriers* on being 25 years old.

That is an age when a man may be beginning to earn respect, but *The World's Carriers* did so years ago.

At 25 one also begins to perceive what one may be able to do for the world, but generally the doing lies almost all ahead.

The World's Carriers has already done much for us, particularly in two ways; by letting us know what others are doing, and by its wise comments on events as they happen, which have helped to mould our opinions.

MR. JAMES PATERSON, M.C.

Is it permissible on this birthday to forsake the subjects about which we really know and to imagine what things will be like on its Jubilee, 25 years hence?

We now are only just beginning to realise what the additions to human knowledge, invented during the last 25 years, really give to us. By "we" I mean the middle-aged people—the sort who are asked to contribute birthday articles (and to give birthday presents)—you know the sort——

But those of us who live for 25 more years will see youngsters growing up to whom these things, new and wonderful to us, are just part of the equipment of a civilised world, to be used and not wondered at. All those who can get them will use the motor car, electric light and power, the telephone, the electric train, wireless, the aeroplane, and the new clothing materials, as common things of utility. They will do so just as we used the horse brougham, a candle, the speaking tube, the old steam train asphyxiating us in the "underground," and the village rumour which preceded the wireless! (I suppose that two smart well-matched hackneys, driven tandem, was the nearest to a "Moth" Aeroplane!)

What will these youngsters do with it all? Can they make still more of it, and be in 25 years time as different from us now as we are from those years of our own uncomfortable stiff and crabbed youth (when women wore worse clothes even than men do now)?

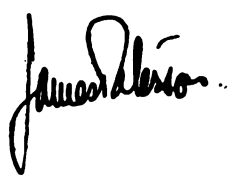
Have we educated enough of them to think and invent and continue the process?

For instance—will they have little motor cars with wings that spread out and lift them off the ground; to fly across country and then able to come down gently and at a reasonable speed on landing sidings beside the road near their homes and then drive along to them?—and will these cars be able to start and come down equally well on land and water?

Will they abolish the wasteful burning of coal in open grates, and get rid of smoke from our cities—Pittsburgh, like some of our own towns, only sees the sun on Sundays—will they stop that wicked tyranny of dirt and the disease that comes with it?

Will they plan our towns and our countryside too, remembering to have people who know about transport, sea, road, rail and air, on their committees (just examine the personnel of some existing committees and the ideas they have already put out!), and will they be bold and brave enough to leave war alone. We have done enough of that for them to make them able to live in peace if they will. And will they, by remaining in peace and by saving money now squandered on useless things, be courageous enough to scrap the ugly and filthy things that remain, and build better things and a better people?

Whatever they do, and whatever things have to be accomplished, may *The World's Carriers* continue to guide and help us as it has in the past.



Road Vehicles—Great Britain.

A return has been issued by the Ministry of Transport giving particulars of the number of motor vehicles registered for the first time during the month of June, 1929. Copies (price 2s. 6d.) can be obtained from H.M. Stationery Office, Adastral House, Kingsway, W.C.2.

The number of new motor vehicles registered was 31,968, including 16,723 cars taxed on horse power, 9,030 motor cycles, 4,594 goods vehicles, and 1,272 hackneys.

The return differs from the quarterly returns previously published in that it shews the number of each class of vehicle registered for the first time by each Licensing and Registration Authority analysed in detail according to various taxation scales, *e.g.*, motor cars under headings of horse power, goods vehicles under headings of unladen weight, hackney vehicles under headings of seating capacity, etc.

This detailed information was shewn in the previous quarterly returns for England, Wales, Scotland and Great Britain, but not for individual Authorities. The distinctions between saloon and touring motor cars and between goods vehicles with pneumatic and solid tyres respectively have, however, been restricted, as hitherto, to these three main divisions of the country and to Great Britain as a whole.

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The Advance of the British Motor Industry.

Meeting Overseas Requirements.

By Alfred Hacking, D.S.O., M.C.

Director, British Manufacturers Section, Society of Motor Manufacturers and Traders.

THE modern automobile has proved to be the greatest permeating factor that the world has ever known, and in whatever locality the traveller may be he will be sure to come upon the ubiquitous motor car, lorry or coach. The world relies upon transportation, and whereas in former times many parts of the globe were content to continue the use of forms of conveyance that had endured since the earliest times, there is now everywhere a growing realisation that the prosperity of countries, trade and individuals calls for rapid and economical movement of produce and passengers.

Adequate transportation is vitally necessary for a virile community, and the Government and the Public Service Department, the large industrial concern in the city, the shopkeeper in the town, and the pioneer farmer in the "outback" are at one in their endeavour to secure for themselves and for those for whom they cater the speediest and cheapest method of conveying their produce, and their passengers, from one locality to another.

LT.-COL. ALFRED HACKING, D.S.O., M.C.

This need has naturally resulted in the universal use of the internal combustion engine, not only to supplement, but in many directions to supersede older forms, both commercially, owing to its greater flexibility, and privately by providing a new service of individual transportation. Economic transportation of its products is an essential factor in the success of every industry, and in the life of every nation, and the value of the motor vehicle in this respect has been abundantly demonstrated on many occasions the world over. In urban areas its ability to convey goods direct from the producer to the consumer has eliminated many of the delays that previously existed, while aiding considerably in the reduction of the cost of transportation with a consequential beneficial effect on the price of the finished commodity. In the wider sphere the motor lorry has aided considerably in pioneer work, for it has shown that it pays little attention to difficulties and has succeeded in opening avenues of transportation where before its advent no ready means of communication existed.

The motor vehicle has also rendered useful service in directions other than in improved communication and transport, for it has undoubtedly been the means of improving the financial position of the world. Improved transportation has, naturally, resulted in increased business and in a corresponding increase in the financial position of those concerned in distribution and production, while, of course, the increasing importance of what is still a comparatively new industry has had the effect of finding lucrative and productive employment for many thousands of skilled and unskilled artisans, not only in the major industry but in the very many auxiliary and ancillary trades allied to it.

The automobile industry in Great Britain, as in the other motor producing countries, has long realised the fact that the home market cannot be expected to provide a continuous and unceasing demand for vehicles, and in order to increase their market the manufacturers have turned their attention to fostering a virile export trade. In this respect, too, material benefit has been afforded to the financial position both of the exporting and the importing countries, for while it is readily appreciated that an expanding export business must react beneficially to the country making and exporting the vehicles, it is an indisputable fact that the money paid by the importing countries in securing the means of efficient and economical transport has resulted in financial benefits through the economical progress secured by increased transportation development.

It is thus but a short logical step to that further economic thought that while the development of export trade benefits both the exporter and his customer the benefit can be made infinitely greater if this reciprocal trading is confined to the British Empire, for while in Great Britain are the resources, the ability, and the factories to supply all the transport requirements of the Empire, the markets overseas offer vast potentialities which will place Great Britain unquestionably in that position of eminence in the motor markets of the world to which she is entitled.

The advantages of British design, construction and performance are acclaimed all over the Empire, and with the increasing use overseas of British motor vehicles it has been proved again and again that the former objections from the point of view of inadequate clearance and track can no longer be upheld. There is, too, a growing appreciation overseas that running-costs and second-hand values are two important considerations that need to be taken into account, and in these essential respects the British manufacturer, in the wide range of vehicles for every purse and purpose, can challenge his competitors in every part of the world.

It was frequently laid against the charge of the British manufacturer that he was indifferent to the needs of his potential customers overseas, and that he made little, if any, effort to study the requirements of his markets. However true that may have been in the past, though one is apt to be a little sceptical of the disinterestedness of such allegations, the home manufacturer has given conclusive proof that he is not only alive to what his overseas customer desires and is making every effort to satisfy those desires, but he has shown that the export position is of such vital interest and importance to him as to call for special visits, by delegations and by individual investigation, to the various overseas markets in order that he may have first-hand knowledge of the conditions under which his vehicles will be expected to operate.

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British manufacturers have taken the offensive in the overseas markets, and their vehicles have been designed to cater specially for overseas requirements. As a tangible result may point to the evolution of the six-wheeled vehicle, which, by its special construction, will transport equally readily a useful load on roads or across country. At the other end of the scale one finds that substantial orders are being received from all parts of the world for the smaller utility cars of from 7-10 h.p., a field originated by the British manufacturer, for the world is beginning to realise that cars of these characteristics provide an efficient means of transport at the lowest possible cost of operation.

A liaison has been established between the British Manufacturers' Section of the Society of Motor Manufacturers and Traders and the Government, and other Authorities, and the machinery now exists for continuous and consistent discussion and representations on national, imperial and international matters by the various sections of the British motor manufacturing industry.

Branch offices have been set up in Australia, New Zealand and South Africa, and there is now perfect liaison between British factory representatives and distributors in these markets and the manufacturers at home. Results, slow but progressive, are already apparent in various directions, and even if the colossal difficulties inevitable in meeting the productive and financial resources of competitors are admitted, there is every reason to think that with stable conditions at home the improvement noticeable during recent monhts in the general export condition will not only be maintained but accelerated.

The export position is particularly encouraging. In every branch of the trade, cars, commercial vehicles, parts, chassis, and tyres, considerable progress has been made, and for the eight months from January of this year the total value of vehicles, chassis and parts sent overseas has reached £7,104,891, an increase of over £1,600,000 on the corresponding period of 1928.

In every overseas market British made motor vehicles are to be seen in increasing numbers. The farmer and fruit grower of Australia, South Africa, Canada and New Zealand, the tea planter of India and Ceylon, the rubber grower of the East Indies are all turning to motor transport for their requirements, and are choosing British vehicles as assuring to them the utmost value in design, workmanship and performance, in short, as giving them the greatest value for money. Even the picturesque rickshaw of the far east is giving place to the British 7 h.p. car, the man who formerly pulled the older vehicle now having become a sort of taxi driver.

Revolutionary methods have been adopted in the attempt to capture the world market for British manufacturers, representation is being secured in localities which were previously virtually closed to British vehicles, the position in former markets is being consolidated and expanded, and while there naturally remain problems connected with production, representation, distribution, and service, requiring anxious and careful consideration, it can be said that the efforts of British manufacturers are bearing fruit and that the period that lies ahead will see the British industry occupying a pre-eminent position in the motor markets of the world.

Austin Reed.

Congratulations from A. E. Millard.

President, Furniture Warehousemen and Removers' Association.

I have followed with very great interest the extraordinary progress which has been made by your valuable paper which has now attained its Twenty-Fifth Anniversary.

There can be no doubt that the development of the transport industries has, during the last twenty-five years, continued to be a dominant economic fact, and it would be difficult to place a value on the contribution of such development to progress generally. So far as furniture warehousing and removing is concerned, the effects have been direct, because any advance or change in the realm of transport intimately concerns the industry, businesses engaged therein being users of the three chief forms of goods transport, road, rail and sea. Your Journal has covered a period during which in the process of evolution the horse, to no small extent, gave place to the steam wagon, and now the internal combustion engine has, in a considerable measure, taken the place of horse-drawn traffic.

MR. A. E. MILLARD.

Being a Monthly Journal of the Carrying Trades of the World, *The World's Carriers and Carrying Trades' Review* serves an admirable purpose in giving within its pages information on such a wide range of subjects. I have found the information given from time to time to be of great assistance, and also noticed that you have been generous in the space you devote to the industry and the Association of which I have the honour of being President. Every furniture warehouseman and remover will, I am sure, agree with me that you have endeavoured to promote the interests of the industry with which you have been in close touch from the commencement of your Journal.

On the celebration of your Twenty-fifth Anniversary it is therefore a pleasure to me to wish you and your paper every prosperity.

A. E. Millard

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Twenty-Five Years of the King's Highway.

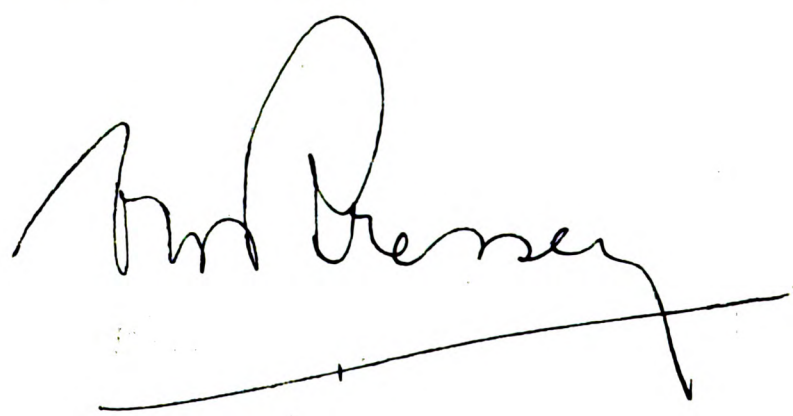
By Col. C. H. Bressey, C.B.E., F.S.I.

Principal Technical Officer, Roads Department, Ministry of Transport.

Some of the older generation, looking back over the twenty-five years during which your Review has been published, would probably feel inclined to deplore the changed aspect of the King's Highway. They would recall Dickens' racy descriptions of the coaching era and of the quiet country lanes down which the Pickwickians lumbered after a prodigiously massive lunch at Dingley Dell. And yet, to an impartial observer, was there ever a time when the roads presented a more animated and glittering picture than they do at the present time? Watch the traffic on one of the many bright week-ends with which we have been blessed during the past summer, and ask yourself whether a more brilliant carnival has ever been staged! Try to count the different types of vehicles now using the road, from the scooter and bathchair at one end to the saloon car, the motor coach and the six-wheeler at the other. The traffic-census forms issued by the Ministry of Transport recognise nearly thirty different categories, and attention is frequently drawn to the incompleteness of the list, which is already unmanageably long. Dr. Johnson once remarked that when a man is tired of London he is tired of life, and the same observation might well be applied to the road, which is now a source of pleasure and profit to such countless multitudes. (Heaven forbid that I should quote statistics! They are to be found in the Ministry's Road Fund Report, price 1/-.)

COLONEL C. H. BRESSEY, C.B.E., F.S.I.

The pageant of the road is so impressive that it demands the handsomest setting that can be devised. Every opportunity should be taken to adorn our highways by greensward, trees, shrubs and flowers. The beauty of our countryside is a commercial as well as aesthetic asset. Colonel Ashley, while Minister of Transport, recognised the importance of this subject by becoming President of the Roads Beautifying Association, and Mr. Herbert Morrison, the present Minister, acts as Vice-President in token of his interest in the movement for adding to the attractions of British roads. I commend the subject to the consideration of the very important body of road-users among whom your Review circulates.



"One-Way" and "Roundabout" Schemes for London Traffic.

From September 30th last, "one-way" and "roundabout" traffic schemes came into operation in the London area at the following points:—

"One-way" Schemes.

1. On either side of St. Mary le Strand and St. Clement Danes Churches, Strand, Westminster.
2. Melbourne Place, Aldwych, Westminster (from South to North).
3. Along the duplicate carriageways of—
   (a) Eastern Avenue, Ilford.
   (b) Woodford-Ilford Road, Ilford.

"Roundabout" Schemes.

1. Around the island on which the Gladstone Statue stands, at the junction of the eastern arm of Aldwych and the Strand, Westminster.
2. Around the central island at the junction of Eastern Avenue, Cranbrook Road and Woodford-Ilford Road, Ilford.
3. Around the island at the junction of the London-Portsmouth Main Road and Leatherhead-Surbiton Main Road at Hook, Surrey.

In order to facilitate the movement of traffic in the above areas, traffic direction signs have been erected and "white lines" laid down.

The regulations, with illustrated diagrams attached, may be obtained from H.M. Stationery Office, Adastral House, Kingsway, W.C.2., or through any bookseller at a cost of two pence a copy.

Any person acting in contravention of the regulations, will be liable to a fine of £5 for a first offence, and £10 in the case of a second or subsequent offence.

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Twenty-Five Years of Industrial Transport.

By W. H. Gaunt.
Distribution Manager, J. Lyons & Co., Ltd.

I BELIEVE the changes in industry engendered by mechanical road traction over twenty-five years have been as great as the stages in the periods when steam, gas and electricity became successively in common use. Unfortunately, one must be over middle age to visualise this by experience. At the dawning of this century the acme of traffic facilities was to be attached by a siding to a railway, and if at a port, so that coastwise services could be used in competition, so much the better. Probably most firms had no serious alternative traffic facility to the railway for anything beyond local distribution. And the railways were so associated and individualized that a new facility, mutually convenient to a trader and railway in South Wales, could be vetoed by a minor railway three hundred miles away. A five ton unit was a problem to be lightly dealt with by few. A railway or dock strike might become a menace. At boom periods of trade, shortages of railway wagons were recurring features only to be met by the private owners' supply to aid the large user; the smaller firm could wait. There were quite a serious number of organisations or channels of adjustment to protect the trader against the limitations of the then facilities, now happily to a great extent superfluous. And our then latest dock developments, Tilbury, Immingham, Manchester Ship Canal, Trafford Park, were laid out with little regard to bulk road facilities. Railway service, with its then limited horizon, was in some centres strangled by its own growth, the City of Sheffield, to give an instance, being incapable of dealing with more railway traffic, whilst duplication was impossible.

MR. W. H. GAUNT.

Decentralisation of industry was only practicable to the extent of making a move into a country district where the railway service was to some extent monopolistic, and new problems of housing and labour replaced the old problem of congestion. There was a belt of country round London, for instance, which was to all intents prairie. It was undeveloped for manufacturing except so far as a railway service could do its limited best.

These conditions have been changed for the better by commercial road traction. Leaving out the growth of that industry, in the building and operation of which probably one worker in twelve of our population is engaged, the effect upon other industries has been far-reaching. There are very few trades, other than shipbuilding and mining, where present conditions are not affected, if not determined, by the incidence of a third arm to railway and canal as a means of assembly and distribution. The petrol industry is clearly a dependent growth, and so is quarrying and road construction, although probably what they have gained the railways and collieries have lost. But the many trades not directly engaged in the provision of road service but availing themselves of it are in the aggregate perhaps the subject of greater influence. The railways are having a hard time, the canals a worse; the true equation between the road user and the road provider may not yet have been fixed, but in the main the country is tremendously better served and equipped to serve. It must be right, in the long run, that every inhabited corner of the United Kingdom can be accessible for supplies of commodities which are not dependent upon one method of distribution only. And that agricultural areas, particularly market gardening districts, can reach great consuming centres from one hundred miles radius in a way impossible until the link was continuous from field to market.

Decentralisation is rendered possible when the removal to country land a few miles out can be served by supplies of labour brought in by motor bus, and goods can be equally easily distributed back to the consuming centres. Anything to be transported now up to twenty or thirty tons in one load can be effected by no more effort than a telephone call to one of several willing road contractors. Sheffield can develop independent of railway congestion, but the pressure can also be relieved by decentralisation. I think Mr. Vaughan Nash quoted recently the case of a new industry employing 16,000 hands assembled daily by modern road communication outside some large centre. This does not mean ruin to the railways, adversity may assist them in the end if they are wisely guided. I serve an industry which through road traction development is serving a quarter of a million customers' shops a week, not by any means by road, for the railways were never doing a fraction of the traffic they convey now out of that total, but stimulated by road facilities.

The huge individual traders stocks, necessary for a month or a season ahead, are now unnecessary, and the expense in interest, and what is more, in staleness, is a thing of the past. The countryside, however we may regret certain aspects of development, is now invigorated and capable of greater service to the country than ever before through road traction. We see more of it, we live more in it, we can work in it to greater advantage than ever before. The railways have been stimulated to take an interest in containers that their predecessors could easily have done a generation ago. An inland town has competitive channels of traffic to ports which only road traction has initiated, and our coastwise steamers by the accessory services of road vehicles are tapping new areas for traffic.

The work and outlook of a fully qualified traffic adviser has become more comprehensive and responsible. The old worries of undermining the brick wall of the railway service have given place to the art of contriving to get the best service out of alternative methods, of actually owning a useful fleet of road vehicles for certain purposes, of spreading an administrative control over district centres for sub-distribution, and generally taking a larger part in the policy and support of the industry he happens to serve. The transport department, at one time a necessary evil, has become an indispensable adjunct to all the progressive industries upon which this nation happily more and more is dependent.

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Twenty-Five Years of Transport, as Reviewed in the Manchester District.

By T. H. Dunbabin.

Chairman, Manchester Transport (Owners) Association.

TWENTY-FIVE years does not, in the ordinary course, seem a very long period in history, but in Transport that quarter of a century has probably witnessed more changes than in many other industries. Twenty-five years ago all our transport was conducted by steam or water traction, and road transport as it was then known consisted almost entirely of horse-transport, with the result that its functions were naturally considerably confined to a small area. It could be said that road transport of those days operated within small zones around the various townships, and persons engaged in the business at that period had a very quiet time as compared with those engaged in the trade to-day.

MR. T. H. DUNBABIN.

Mechanical traction has developed beyond the expectations of the early pioneers who experimented in that process, the internal combustion engine is practically adaptable to any duty in the science of transportation, and at the moment we seem to be on the eve of greater use of electricity for means of traction.

To-day the roads are made to meet the needs of motor traffic, although we still have many horses in the industrial districts, but the glossy surface of our roads restricts the movement of the horse unless it is equipped with rubber pads which have been invented to assist him getting a grip on the slippery roads.

It is a pleasure to realise that with all the changes in the road transport industry *The World's Carriers* has played its part in the evolution, and it is very gratifying to think that a journal which in its infancy filled a want amongst carriers has steadily progressed with the industry, and to-day stands out as the Journal which one can rely on for the best reports as to trade activities and enlightening articles upon matters of moment. One can wish that *The World's Carriers* will continue its usefulness to the trade, and hope that when a further twenty-five years has passed those who are interested in the trade will be able to speak as highly of its usefulness as can be expressed to-day when celebrating the twenty-fifth birthday of the journal.

T. H. Dunbabin

Congratulations from

R. J. Howley, C.B.E.

Chairman, Standing Joint Committee of Mechanical Road Transport Associations.

FOR twenty-five years *The World's Carriers* has recorded the doings of the carrying trades of the world—a period of many difficulties and changes for those engaged in the great Transport Industry.

Twenty-five years ago horse transport reigned supreme in its limited sphere. To-day mechanical road transport knows no limits within these Islands in its service to the public. The future of the carrying trade will largely depend on a wise use of motor transport. All have to learn, and the interchange of ideas and experience provided for in the pages of *The World's Carriers* is a most valuable asset to the Industry.

Richard J. Howley

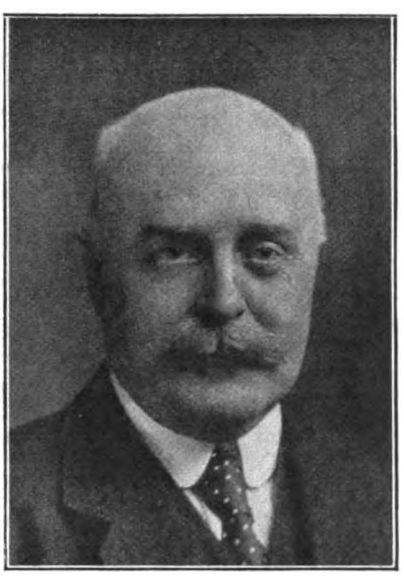
Congratulations from

O. Cecil Power.

Chairman, The Birmingham Horse and Motor Vehicle Owners' Association.

I AM very pleased indeed to have the opportunity of congratulating you on your "Silver" Anniversary.

I have read every issue of your interesting and instructive Journal month by month during the whole of the period, and I should like to compliment you on the great part you have filled in helping to develop the Transport Industry.



MR. O. CECIL POWER.

Your Journal has always dealt with contentious subjects without fear or favour and your articles have upheld the true traditions of the Press, while your own personality has enabled us all to take your criticisms, whether friendly or adverse, in the right spirit.

I hope you will long be spared to continue the good work you have carried on during the last quarter of a century.

O. Cecil Power

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Shipping and Forwarding in Manchester.

By H. P. Lumb.

Chairman, Manchester Shipping and Forwarding Agents' Conference.

On the occasion of the completion by this Journal of a quarter of a century of important and successful work, I have been kindly offered the opportunity of writing, upon what is to us Manchester people a subject of absorbing interest, namely, the development of our city as a great port. Years ago, the possibility of establishing a port approximately 40 miles inland was regarded by many with scepticism. The foresightedness of the originators of the scheme has since been amply justified, and we can now claim that Manchester has taken its place amongst the foremost ports of the Empire.

The entrance of the Ship Canal is at Eastham, where there is a depth of 30 feet, thus allowing large vessels to come right up to the up-to-date docks at Manchester without difficulty.

During the last 25 years new sailings from this port to the Continent, and indeed to all parts of the world, have been established, and most of the important steamship lines have services from Manchester.

The Ship Canal was opened in 1894, when the tonnage in traffic at the port was 925,659 tons. Taking the comparison of the last 25 years an indication of the growth of the port may be obtained from the fact that in 1903 the total tonnage in traffic was 3,846,895 tons, whereas in 1928 it was 6,256,895 tons, being an increase of practically 100 per cent. in the last 25 years.

The Port of Manchester is well equipped to handle all kinds of traffic, the dock equipment being entirely up-to-date, being equipped with hydraulic, steam and electric jib cranes, electric grab cranes and 16 electric overhead travelling cranes, etc., also there is a self-propelling floating crane capable of lifting 60 tons.

It is interesting also to note that the following main line railways are connected with the Dock Railways of the Manchester Ship Canal Co., namely, L.M. & S., L. & N.E., and Cheshire Lines Committee.

Another interesting feature of the port is that there are two floating pneumatic steam elevators, each capable of the discharge of grain at the rate of 250 tons per hour, and a number of smaller portable elevators for the discharge of grain are also available.

As is well known, Manchester, being the centre of the cotton manufacturing district, it is only natural that Manchester receives cotton directly from the cotton growing countries, same being railed to the mills, where it is manufactured into what is known familiarly as "Manchester Goods." It is not, therefore, inappropriate that the Ship Canal Co. should have adopted the slogan "Manchester Goods for Manchester Docks."

It is in the clearing of consignments through Customs and attending to the dispatch to destination in accordance with consignees requirements and also in dealing with the shipping instructions of exporters to all parts of the world that the forwarding agent of Manchester comes into the picture. His part is to provide accelerated service, realising as he does that the merchant requires quick transit for his goods, both inward and outward, giving the merchant the opportunity to effect immediate sales and thus repeat orders with advantage to himself and the port. Naturally, in the course of the last 25 years, the work of the forwarding agent has become more onerous and he is now required to be able to give information on a variety of subjects, such as, through rates from Manchester to all parts of the world, explanation of English Customs Laws and information regarding their operation, Consular requirements in respect of foreign countries, which is supplied gratis, being part of the "service" the forwarding agent renders to the merchant.

With the growth of the port there was a desire for collaboration amongst the forwarding agents for the purpose of co-operation to the advantage of the consumer, and this was met by the formation of the Manchester Shipping and Forwarding Agents' Conference, which came into being on the 8th December, 1926. This Conference is now associated with the British Association of Shipping and Forwarding Agents, which latter Association is in contact with the great forwarding organisations of the Continent and in America. The interchange of information, etc., between members of the local Associations, and also as between the local Associations and the British Association, has been of great benefit to the merchants, and as a result of negotiations between the forwarding agents' association, customs officials and steamship companies, the working of traffic has been speeded up so that the merchant receives his goods at the earliest possible moment, which in these days of competition is a matter of great importance.

To those forwarding agents who up to the moment have not yet decided to range themselves alongside their colleagues for the common good, I would ask that they give the matter further consideration and give their support to what can only be looked upon as a progressive movement. Perhaps they will think it over.

In conclusion, I would like to take this opportunity of thanking Mr. Willis (the Editor of this Journal) for the help he has always given to the forwarding agents of this country, and for the generous manner in which he has always thrown open the columns of his Journal for the dissemination of matters of interest to those engaged in the transport business of this country. I wish this Journal all success.

International Horse Show, 1930. — The Nineteenth International Horse Show will be held at Olympia, London, from Thursday, June 19th to Saturday, June 28th, 1930 (both days inclusive). The offices are at 12 Hanover Square, London, W.1.

Change of Address. — Lamplugh Spring Seats, Ltd., have moved from 419 Abbey House, Westminster, London, S.W.1, to New Oxford House, Hart Street, Holborn, London, W.C.1. The telephone number is Holborn 9991-5 (5 lines).

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The Institute of Transport.

A Brief Survey of its Development and Achievements.

By A. Winter Gray.

Secretary, Institute of Transport.

The Institute of Transport was founded in 1919. The proposal to establish an Institution devoted to the study of all phases of transport had often been advocated in previous years, notably by the late Sir William Acworth as far back as 1905. It was revived in May, 1919, by a communication from Mr. H. H. Gordon, published in *Modern Transport*, in which it was pointed out that there was urgent need of a more scientific study of traffic problems, for quantitative and qualitative investigation, for the determination of appropriate comparative units and for co-ordination and research. It was contended that only by the impetus of scientific study, perhaps by the Institute of Traffic and Transportation, could Britain hope to continue to lead the world in the development of facilities essential to progress.

This communication attracted wide attention, and many personages prominent in transport circles at that time expressed agreement with the views of the writer.

The Need for the Institute.

The case for the establishment of an Institute of Transport was best stated probably by the late Sir George Gibb, after agreeing that it should be easy to obtain general assent to the proposal.

The following are excerpts from views expressed by Sir George Gibb in 1919:—

"There is a great deal of work, of the highest practical value and importance connected with transport which is not done by any existing organisation and which requires for its doing some sort of agency like an Institution. But we must be clear at the outset as to what kind of Institution is needed. It is not an Institution merely to safeguard and promote the interests of an industry or of a professional class. The main object should, I think, be by collective and organised effort to widen the boundaries of knowledge in the sphere of transport and to extend the application of the methods of science. For transport is a science, having its own laws and principles which must in many respects be differentiated from the universals and economic science, and if the laws of Parliament differ from the laws of transport it is the latter which in the long run will prevail. Recognising this, what the national interest requires at the present time is that some stimulus and assistance should be given towards a more thorough and co-ordinated study of transport by economic thinkers, in combination with those engaged in the practical conduct of the business of transport. The one group cannot make progress without the other.

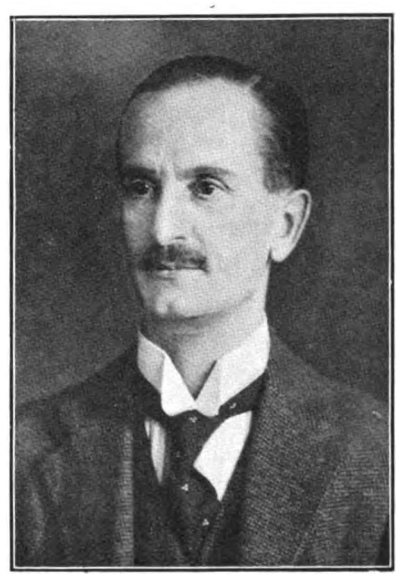
"The whole world, and Britain perhaps more than any other nation, is looking, with some anxiety, at the situation in regard to the future of transport. The truth is now realised with new force of conviction that transport is not only a key industry but the industry which keeps the keys of all other industries. And yet the principles on which this vital industry should be organised and carried on have been less fully explored and are more unsettled than is the case in any other section of our economic life.

"I venture, however, to suggest that success in solving the many and difficult problems of transport which await solution will not be won unless we can pool our mental resources, our experience, and our practical aptitudes. Hitherto, our economists have done less for us than our practical men. They have not even kept Parliament from making blunders in legislation. Perhaps even an Institution cannot. But at least it can be a clearing house for the exchange of ideas and information. Both are much wanted. No doubt the economist has been hampered by the impossibility of getting facts and statistics in the shape in which they are required for his purposes. What he means is not precisely what the goods manager or goods clerk requires. And yet, unless both co-operate, much is lost. It is just that waste which an Institution might help to recover.

"I think that the most useful work of an Institution would be to organise and facilitate meetings for the reading of papers and discussions. It is only in this way that any science can be advanced, and transport is perhaps the most difficult, as it certainly is the most neglected branch of economic science. It contains the most varied, delicate, complicated, elusive interior under a surface of apparent simplicity.

"An Institution of Transport, properly organised and equipped and adequately supported by all the interests that should be represented on it, would bring together in the pursuit of a common purpose, large and diverse groups of individuals on whose co-operation and combined knowledge and enterprise any great developments must depend. Railway experts must be there. Likewise those concerned are interested in all other forms of inland transport.

"Shipowners and shippers should be there, and dock people. The affinities and the differences between carriage by sea and carriage by land throw useful light on many obscure and unsettled questions in the science of transport. The enthusiasts for road transport will certainly not be absent, and they may find that studies and discussions conducted in the atmosphere of a scientific gathering with the aid of impartial critics whose aim is not money, but truth, will help them to restrict the percentage of waste which inevitably accompanies all movements to establish a new industry under conditions in which hope and faith are the only substitutes available for the moment for accumulated and proved experience.



MR. A. WINTER GRAY.

"Some think, perhaps too hopefully, that wealth can be created by making provision to convey it. So it can, within limits. Production is valueless without transport, but so is transport without production. A man who is wise enough always to know how to adapt the provision of the one to the needs of the other would be worth finding, and I really do not know how we can help to search for him better than by gathering all likely candidates for the distinction into an Institution of Transport."

Early Negotiations and Supporters.

An informal meeting of a number of leading and representative personalities in transportation who had expressed interest in the proposal to establish an Institute of Transport was convened by Mr. H. H. Gordon and was held at the Savoy Hotel on August 7th, 1919, when Messrs. H. E. Blain, F. C. Coleman, G. A. Dutfield, H. H. Gordon, T. B. Goodyer and Frank Pick were elected as a sub-committee and charged with the preparation of a draft scheme for the inauguration of such an Institution. Mr. W. M. Acworth subsequently acted in the place of Mr. Frank Pick during the latter's absence in America.

On November 3rd, following, a further meeting was held at the Savoy Hotel, with Sir Albert Stanley (now Lord Ashfield of Southwell) in the Chair.

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At this meeting a resolution to found an Institute for the scientific study of questions relating to traffic and transport was adopted. Sir Eric Geddes, the first Minister of Transport was invited to become the Primus President of the Institute. A provisional Committee was appointed and given full powers to appoint the first Council of the Institute, to frame the Memorandum and Articles of Association, to secure the incorporation of the Institute, to appoint other officers, secure suitable offices and staff, to invite applications for membership, and to take all other steps necessary for the establishment of the Institute.

The first meeting of the Council of the Institute was held on February 9th, 1920, at the newly acquired offices at 2 and 3, The Sanctuary, Westminster. At this meeting, the following Officers and Members of the original Council were elected:—

President.

The Rt. Hon. Sir Eric Geddes, G.C.B., G.B.E., M.P. (Minister of Transport).

Vice- Presidents.

The Rt. Hon. Lord Ashfield of Southwell (Chairman of the Underground Railways and L.G.O.C. Group).

Sir Alfred Booth, Bart. (Cunard Steamship Co., Ltd.).

Sir Sam Fay (General Manager, Great Central Railway).

Sir Henry Maybury, K.C.M.G., C.B. (Director-General of Roads, Ministry of Transport).

The Hon. Sir Arthur Stanley, G.B.E., C.B., M.V.O.

Hon. Treasurer.

Sir Joseph G. Broodbank (formerly of the Port of London Authority).

Hon. Secretary.

H. E. Blain, C.B.E. (Operating Manager, London Underground Railways and L.G.O.C. Group).

Lord Ashfield was appointed Chairman of the Council.

Other business transacted at that meeting was the admission of 116 Members, 80 Associate Members and 3 Graduates. These members, with those elected up to and including the date of the Inaugural Meeting were designated "Foundation Members."

The Inaugural Meeting of the Institute was held on the evening of Monday, March 22nd, 1920, in the building of the Institution of Civil Engineers.

By the courtesy of the Council of the Institution of Civil Engineers, the Institute continued to meet in its Lecture Theatre down to November, 1921, when offices were taken in the building of the Institution of Electrical Engineers, on the Victoria Embankment, since when meetings have been held in the Lecture Theatre of that Institution.

INCORPORATION.

The Institute was incorporated as an Association not for profit on August 26th, 1920, under the Companies (Consolidation) Acts, 1908—17, and entitled The Institute of Transport.

On November 16th, 1926, a Royal Charter of Incorporation was granted to the Institute. The bestowal of a Royal Charter only seven years after its foundation was exceptional in the history of professional Institutions, and was regarded as a tribute to the leading part played by transport in the industry, trade and commerce of the British Empire. Upon the grant of the Charter, H.M. The King graciously accorded his patronage to the Institute, and H.R.H. The Prince of Wales the continuance of his valued recognition by retaining the office of Honorary President.

The principal objects of the Institute as defined in the Royal Charter which bear a close resemblance to those set forth in the original Memorandum and Articles of Association, are:—

> To promote, encourage and co-ordinate the study of the science and art of transport in all its branches, to initiate, foster and maintain investigation and research into the best means and methods of, and appliances for transport, transit and locomotion, and the problems that are involved and their most satisfactory solution, to extend, increase and disseminate knowledge, and exchange information and ideas in regard to all questions connected therewith and to assist and further in all practicable ways the development and improvement of transport, transit and locomotion in the best interests of the community.

DEVELOPMENT AND ACHIEVEMENTS.

The extent to which the Institute has fulfilled the aims and is achieving the purpose for which it was founded, may perhaps be gauged from a brief recital of its development and its leading activities.

The membership had already reached 700 at the close of the first year. Since then it has steadily increased and spread throughout the world. Now it exceeds 3,000. Overseas members constitute some 20 per cent. of the latter total; they are resident in Canada, Australia, New Zealand, India, Ceylon, Africa (South, Central and West), Egypt, the Sudan, Burma, and the Federated Malay States, as well as in the United States of America, France, Belgium, Spain, the Argentine, Brazil, China, Siam, and other foreign countries.

In the first session three meetings were held; during 1929-1930, approximately 90 meetings will take place under the auspices of the Institute. Since the close of the first financial year, income and expenditure has been more than quadrupled.

Every endeavour has been made to ensure that those elected to Corporate Membership are fully qualified by knowledge and experience. Those occupying positions of lesser importance and responsibility may be admitted as Graduates and Students, and the opportunity is afforded by examination for them to be elevated to Corporate rank.

The dissemination and active promotion of the influence and objects of the Institute at home and abroad have been furthered by the formation of Local Sections and Graduate and Student Societies in the United Kingdom and of Centres in overseas countries. The first local section was established at Manchester in January, 1921. Others followed at Birmingham (December, 1923), Newcastle-on-Tyne (May, 1924), Leeds (December, 1924), Bristol (September, 1925), and Edinburgh (February, 1928). Graduate and Student Societies, for the encouragement of the discussion of transport subjects by non-corporate members were formed in London (1921), Birmingham (1925), Manchester (1928), and Leeds (1928). Two overseas centres have been constituted, the South Africa Centre (1926), and the Argentine Centre (1927); and negotiations are in progress for the formation of similar centres in India, Australia and New Zealand.

Meetings for the reading and discussion of papers on transport subjects have been held regularly since the foundation of the Institute. Educational lectures for Graduates and Students by specialists have also been delivered. The reports of these meetings and lectures constitute the "Proceedings," and the journal in which they are printed, together with other matter of professional interest, forms the link whereby they are transmitted to members, students of transport, and other learned societies all over the civilised globe. The many papers read before the Institute have been a valuable addition to contemporary transport literature, and have been the means of providing much informative and statistical matter, previously unobtainable. Publication of the journal was commenced during the first session of the Institute's existence. The growth of the journal, and incidentally of the activities of the Institute, may be gauged from the fact that whereas the first volume contained only 74 pages, the last and tenth volume comprised 520 pages.

The problems of traffic and transport are many-sided, and their study has always involved the utilisation of the knowledge of those engaged in other professions. To secure the fullest measure of co-operation and exchange of views and practice, joint meetings with kindred institutions have been held in the past, and others have been arranged and are in contemplation for the future. Similarly, specialists in other countries have been and will be invited to contribute to the Proceedings of the Institute.

The desirability of encouraging communications by the recognition of meritorious contributions to the Proceedings, was not overlooked in the work of establishing the Institute, and the Council, in its first Annual Report, was able to announce the donation of premiums in the form of gold medals, for papers on railway and road transport subjects. The premiums now available, comprise:—

Institute Gold Medal. Awarded triennially for the most meritorious paper contributed during the previous three years.

Railway (Operating) Gold Medal. Donor: The Railway Companies' Association.

Railway (Engineering) Gold Medal. Donor: The Railway Companies' Association.

Road Transport Gold Medal. Donor: The Commercial Motor Users' Association.

Road Transport (Passenger) Gold Medal. Donor: The Underground Railways and L.G.O.C. Group.

Aerial Transport Gold Medal. Donors: Sir Henry White-Smith, C.B.E., and the Bristol Aeroplane Co., Ltd.

Water Transport Gold Medal. Donor: The Dock and Harbour Authorities' Association.

Water Transport (Canal) Gold Medal. Awarded biennially. Donor: The Canal Association.

Institute Graduate Silver Medal.

Institute Student Silver Medal.

"Modern Transport" Premium. Donor: "Modern Transport."

The holding of Congresses at various centres in the country for the discussion of papers and inspection of works and places of transport interest has been a special feature of activity, and has also provided opportunities for intercourse between members in all branches of the industry. The first Congress was held at Manchester in January, 1921. Subsequent Congresses were held at London (1921 and 1925), Sheffield (1923), Bristol (1924), Birmingham (1927), Liverpool (1928), and Harrogate (1929).

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The next development after that of holding meetings at provincial centres, was the organisation of tours to study foreign transport methods and equipment, and the first such tour was undertaken in June, 1929, when a visit of some 80 members was made to Switzerland. A carefully planned itinerary gave the participants the opportunity of inspecting a number of transport systems and ancillary works, and also of travelling through some of the most beautiful scenic districts of that country.

The Institute's educational work has principally been concerned with the promotion of its examination scheme, and of classes and courses of study in preparation therefore. Study has, however, been facilitated for many by the development of the library, which, though it has been restricted by considerations of space at headquarters, has steadily expanded, and, it is hoped, will eventually comprise one of the most comprehensive collection of works and material on transport subjects.

The Institute Examination Scheme.

The Institute educational and examination scheme had its origin in the suggestion made by the Rt. Hon. Lord Ashfield of Southwell in his Presidential Address in October, 1920, (*i.e.*, twelve months after the foundation of the Institute), that the Institute should nominate a Committee to enquire into existing and prospective educational facilities with a view to assisting in the co-ordination of means of training for those upon whom the future responsibility of directing transport work will fall.

Shortly afterwards, the Council appointed an Educational Facilities Special Committee. After surveying the field of existing and prospective facilities it reported "it believed the educational aim will be most effectively secured by the arrangement of qualifying examinations by the Institute under its own examiners." The special committee having completed its labours was dissolved and, in its place, a standing Education Committee was appointed to give effect to the foregoing expression of belief. At the first meeting of the latter Committee, held on October 31st, 1922, Mr. Philip Burtt was elected Chairman, a position he occupied until 1926, when he was succeeded by Mr. A. L. Barber.

Some of the initial difficulties which the Education Committee had to surmount, were:—The wide field of transport operation, economics and administration to be covered; the absence of any complete or comparable transport examination scheme; the dearth of special transport training facilities and text books; and the lack of examiners combining professorial qualifications with practical knowledge and experience.

Notwithstanding these disabilities the Committee framed regulations and syllabuses for the Graduateship and Associate Membership Examinations. These were issued in book form in 1924, and were followed in 1926 by a more complete scheme. In its heavy and responsible task, the Committee was fortunate in securing the assistance of leaders in all branches of transport, and of representatives of certain of the principal Universities. The latter included Dr. Brysson Cunningham, Professors A. L. Bowley, L. R. Dicksee, and J. L. S. Hatton (London), Principal Grant Robertson, and Professor J. G. Smith (Birmingham), Professors H. M. Hallsworth (Durham), J. H. Jones (Leeds), F. C. Lea (Sheffield), and Dr. K. G. Fenelon (Edinburgh). Since 1924 there has been an annual issue of the regulations and syllabuses.

The first examination took place in April, 1926, at London, Leeds, and Manchester. Examinations were subsequently held in 1927, 1928, and 1929. Centres have been established at London, Birmingham, Bombay, Bristol, Edinburgh, Hull, Johannesburg, Leeds, and Manchester. The total number of candidates examined to date is 469.

As a result of overtures made to the principal educational institutions throughout the country, numerous courses of transport study have been provided. The Institute examinations have encouraged the production of many books and works on transport.

The educational policy of the Institute has throughout been directed to the framing and perfecting of courses of study for those engaged in or desirous of entering the transport services, and to encouraging research and investigation in transport science. In this field there can be discerned one of the most promising sources of the steady if often imperceptible work of the Institute in advancing the science and art of transport.

Roll of Presidents.

The Roll of Presidents given below serves as a further evidence of the varied interests represented by the Institute.

1919-20. The Rt. Hon. Sir Eric Geddes, G.C.B., G.B.E.
1920-21. The Rt. Hon. Lord Ashfield of Southwell.
1921-22. Sir Henry P. Maybury, K.C.M.G., C.B.
1922-23. Sir Sam Fay.
1923-24. Sir Joseph G. Broodbank.
1924-25. Sir Lynden Macassey, K.B.E., K.C.
1925-26. Sir Joseph Nall, D.S.O., T.D.
1926-27. Mr. R. H. Selbie, C.B.E.
1927-28. Mr. Roger T. Smith.
1928-29. Air Vice-Marshal Sir W. Sefton Brancker, K.C.B., A.F.C.

The President for 1929-1930, Sir Josiah C. Stamp, the Chairman and President of the Executive of the L.M.S. Railway, took office on October 1st, 1929.

Representation on Council.

The affairs of the Institute are administered by the Council, the Ordinary Members of which are elected by the Corporate Members. The Charter provides that, so far as may be practicable, each branch of transport shall be represented on the Council in the proportion of the total number of Corporate Members of each branch to the total number of Corporate Members of the Institute. When compiling the annual list of nominees for vacancies, the Council has always been careful to give effect to the spirit and intent of this provision.

Future Possibilities and Prospects.

This survey of the past would not be complete nor possibly even useful unless it were supplemented by a contemplation of the future and the manner in which that future may be worthy of, and best developed work already accomplished.

The first subject that inevitably arises in an attempt to survey future possibilities and prospects is that of a permanent home for the Institute. The Institute has already outgrown its existing accommodation, and is badly in need of more spacious quarters. With a steadily increasing membership of over 3,000, the time cannot be far off when the Institute will be turning its thoughts towards the acquisition of worthy and dignified headquarters, with lecture hall, library and rooms for members for study and social purposes, in addition to adequate space for offices and committee rooms.

In future developments, as the opportunity arises, the library should occupy a prominent place, effort being directed to the inclusion of every work or record having any important bearing on transport and the establishment of a real "workshop" for students of transport.

The spreading influence of the Institute and growing desire for the study and discussion of transport problems will doubtless show itself in the formation of still further local sections and Graduate and Student Societies in the United Kingdom and centres in overseas countries. The improvement of the facilities for transport education generally, in this country and eventually throughout the world, is a matter which has received the closest attention by the Institute since its inception and in which even more rapid progress may be expected in the future. Effort there must be to ensure that every transport student will have at his disposal the means for adequate instruction, and at the same time the Institute itself will need to extend the number of centres at which it will examine candidates. The foundation of Chairs of Transport at Universities, and the endowment of transport scholarships are developments which no attempt to visualise the future of transport education will be complete without mentioning.

As the resources of the Institute are added to an increase in the direct services offered to members would be an appreciated development. The investigation of special transport problems and the dissemination of conclusions reached; the publication and circulation of summaries of transport literature from the technical periodicals of all countries, of notes on legislation, legal decisions, etc., are examples of information, the distribution of which would be welcome.

Further premiums, particularly for Graduates and Students, is an additional inducement which must be borne in mind for the further encouragement of transport study among the younger members.

These are but a few of the possibilities which can be envisaged in contemplating the future of the Institute of Transport. But in whatever paths the material developments may follow it can be anticipated with confidence that the Institute will further consolidate its position in the transport world and will continue its labours in the best interests of the community.

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Some Activities of the Commercial Motor Users' Association.

By Frederick G. Bristow, F.C.I.S., M.Inst.T.

General Secretary, The Commercial Motor Users' Association (Inc.).

ESTABLISHED on November 5th, 1903, at a time when the commercial motor industry was in its infancy, the history of the Commercial Motor Users' Association is very largely the history of road motor transport, as is also that of *The World's Carriers and Carrying Trades' Review*, which was first published a year subsequent to the foundation of the C.M.U.A. In the early days of this new industry it was found desirable to draft new regulations to deal both with the construction and use of commercial motor vehicles, and the need for an organisation to protect the interests of users of these vehicles, to undertake public work on their behalf and to assist in the drafting of the new regulations was more than apparent.

Notwithstanding the many difficulties which are invariably experienced in the early development of any new movement and of any new organisation, the C.M.U.A. made steady progress, which although slow before the War has been greatly accelerated in recent years, with the result that whereas in 1914 the number of commercial motor vehicles owned by members of the Association was less than 10,000 it is to-day in excess of 100,000.

PIONEERING WORK.

As one would expect from an organisation established so early in the history of road motor transport, many of the early activities of the C.M.U.A. were of a pioneering character. To give just two instances. So far back as 1904 the Association was considering the difficulties experienced by users of steam wagons in obtaining adequate supplies of clean water for their vehicles on the highway, and had many conferences with water and police authorities with a view to drawing up a scheme, which could subsequently be put in operation in all parts of the country, with the object of overcoming these difficulties. Certain material improvements were effected, but it was not until 1920 that full co-operation of the varied interests was secured, when a Joint Committee representative of the Ministry of Transport, water authorities, motor manufacturers and commercial motor users evolved a scheme of roadside water supply from service boxes erected on the highway and operated by metal tokens, which scheme is now in successful operation.

MR. F. G. BRISTOW, F.C.I.S., M.INST.T.

On the passenger side of the industry the C.M.U.A. realised that the more rapid development of the motor cab would be secured if greater facilities were afforded to the cab-using public. Accordingly in 1906 the Association gave evidence before the Select Committee on Cabs and Omnibuses, and suggested *inter alia* that telephones should exist on cab-ranks, particularly those in side streets, and in 1910 it defrayed the cost of and carried through the necessary arrangements for the trial of a cab-rank telephone, alongside a cab-rank with no shelter accommodation, the first to be erected. The experiment was entirely successful, and the Postmaster-General has since equipped a large number of ranks with similar telephones.

ENCOURAGEMENT OF DRIVERS.

The C.M.U.A. has from its inception held the view that the encouragement of commercial motor drivers to take all possible interest in the care of the vehicles in their charge is in the best interests not only of their employers, but also of the road motor transport industry as a whole. With the object of encouraging drivers to take a personal interest in their vehicles and to run them without accident, the Association has, since 1907, organised parades of commercial motor vehicles and examinations of drivers in London and the chief provincial cities, when medals, diplomas and monetary prizes have been awarded. These parades have invariably received the support of police and highway authorities.

The C.M.U.A. in 1911 instituted its Drivers' Award of Merit for acts of distinction in connection with the driving of public service and commercial motor vehicles, and since that date drivers from different parts of the country have been the recipients of the award for courageous conduct and their names have been inscribed on the Drivers' Roll of Honour of the Association.

Lectures and talks on a variety of subjects dealing with the construction, maintenance and driving of commercial motor vehicles are frequently arranged for drivers in the employ of members, and there is no doubt that they have not only proved educational to the drivers but have helped to foster a better understanding between the men and their employers.

PARLIAMENTARY WORK.

Perhaps the most important branch of the C.M.U.A. activities has been its Parliamentary work. From the earliest days of the industry the Association has been particularly active in relation to the various regulations affecting commercial motor vehicles which have been drafted by Governnment Departments. A prominent part was taken by the Association in arranging the evidence placed before the Local Government Board Departmental Committee appointed in 1903 "to consider the existing conditions of usage and to frame new regulations respecting tare weight, diameter of wheels, width of tyres, etc.," and as a result of the representations made, considerable improvements were effected in the Heavy Motor Car Order as at first drafted by the Board.

Similarly, in 1905, the Association laid the case for the users of commercial motor vehicles before the Royal Commission on Motor Cars, and again in 1912 it was successful in securing a number of amendments to the Motor Cars (Use and Construction) Order, 1904. In 1915 and in 1920 it presented evidence before Committees appointed by the Local Government Board and the Ministry of Transport respectively to enquire into the sufficiency of the existing laws and regulations relating to the use and construction of Heavy Motor Cars, and a number of recommendations of the Association were adopted by the Committees.

Many further successes have been achieved by the Association in connection with its Parliamentary work, particularly its opposition to excessive direct motor taxation, restrictive regulations regarding axle weights and speeds, and other matters connected with road motor transport operation, which have proved of advantage to commercial motor users.

Mention must also be made of the fact that many of the proposals which the Association has advocated for years and which were submitted to the Royal Commission on Transport in its official evidence this year have been included in the recommendations of the Commission.

WEAK BRIDGES AND LEVEL CROSSINGS.

The effect of weak bridges and level crossings on the economic running of road motor transport has occupied the attention of the C.M.U.A. for many years, and the Association has taken all available steps to bring about relief by new legislation and other means.

In moving the Second Reading of the Bridges Bill in the House of Lords on the 14th February, 1929, the First

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Commissioner of Works (the Most Hon. the Marquess of Londonderry, K.G.) referred in particular to "the representations which had come from the Commercial Motor Users' Association as to the serious loss and inconvenience caused to trade and industry by the existence of weak links in the highway system of the country." The Act *inter alia* enables highway authorities and owners of bridges to effect arrangements with regard to the improvement or reconstruction of bridges and approaches and the maintenance of the roads which they carry, without the necessity for specific sanction in every case, and although the Act may not give all that is desired in removing these "blots" from the highway, it will certainly go some distance towards the removal of what are undoubtedly a definite hindrance to the efficient operation of commercial motor vehicles.

The Association has consistently advanced the plea that level crossings are a constant source of danger, delay and congestion to road traffic, and it is gratifying to be able to place on record that the recommendation of the C.M.U.A. that effect should be given to a programme for the speedy elimination of railway level crossings on all classified roads has been adopted by the Royal Commission on Transport. There are more than 200 level crossings on Class I roads alone, and in welcoming the steps which have been taken by the Minister of Transport in inviting local authorities to submit a five years' road and bridge programme, it is earnestly hoped that a number of projects for the abolition of level crossings will be included.

Royal Recognition.

His Majesty the King has always taken a keen interest in the work of the C.M.U.A. and in 1911 honoured the Association by granting His Royal Patronage to the London Motor Parade and permitting the Royal Motor Luggage Van to head the parade.

In 1920 His Majesty again honoured the Association by becoming Patron of the C.M.U.A., and this additional signal favour of Royal recognition marked the beginning of a new era in its history.

The prestige attained by the C.M.U.A. during its comparatively short period of existence is further indicated by the consent of His Royal Highness the Prince of Wales to be the principal guest at the Twenty-fifth Anniversary Banquet which is being held this month, at which function he will propose the toast of "The Association."

Conclusion.

The above is necessarily a very brief summary of the activities of the C.M.U.A., which organisation has always taken a leading and active part in every movement of importance and interest to commercial motor users.

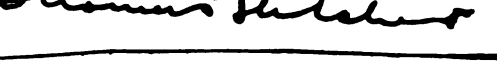
This contribution to the twenty-fifth anniversary number of *The World's Carriers and Carrying Trades' Review* would, however, be incomplete if the fullest acknowledgment were not made to that Journal for the steps it has always taken, throughout its very successful period of publication, in fostering and assisting road transport.

Road Transport in East Lancashire.

By Thomas Fletcher.

Secretary, Commercial Motor Users' Association, Blackburn Area and East Lancashire Road Transport Association (Joint Organisation).

The East Lancashire Road Transport Association acting as a joint organisation with the Commercial Motor Users' Association has by its dual constitution had the opportunity, and it has certainly embraced it, of representing road transport in all its aspects, in the important highly industrialised area in which it operates. The organisation is fully recognised and even supported by the whole of the local authorities in the large area covered in spite of the fact that at some period of its existence it has been compelled to oppose local legislation of the several authorities in the area for the benefit of road transport interests generally. The organisation is representative of all forms of road transport from the light horse to the heavy petrol and steam vehicles and works sectionally to effectively cover the varied interests of its members. The Executive Committee is fully representative from the road transport point of view of the following interests:—Horse and motor haulage contracting, the cotton industry, coal distribution, the brewing industry, the co-operative societies' interests, and the general interest of goods delivery, heavy and light, including the use of vehicles ancillary to the trades or industries mainly composing their owners business. No little part of the activities of the organisation has been confined to the interests of motor coach and omnibus owners, of which there are a great many in the area. The work undertaken by the Joint Association includes the regulation of wages and labour conditions, legal advice and defence, assistance in all matters, and they are multitudinous, in connection with the use and ownership of road transport vehicles, negotiations with local authorities on all matters relating to roads, licensing, hackney stands, parking of vehicles, etc., traffic organisation, opposition and representation in connection with local legislation adversely affecting the general interest of road transport, the organisation of road transport parades and demonstrations, with the dual object of encouraging the ownership and use of a good class of vehicle and driver and keeping before the public the advantages of the use of road transport. Members are kept fully posted with all new legal enactments and regulations, and they are kept up-to-date with information on the law and its effect on the operation of road transport. Costings for all sizes and weights of vehicles are issued annually, and particularly after any alterations in costs such as licences, petrol and wages. The oganisation also contributes financially and otherwise in any national matter where the interests of road transport are affected. With a rapidly growing industry, which although only young, as yet, has made and seen many great changes affecting its interests, the necessity for intensive organisation is apparent. Competition within the industry is keen, and that of other forms of transport is formidable.



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The National Road Transport Employers' Federation.

By R. P. Bailey.
Secretary, National Road Transport Employers' Federation.

As the struggles of the war led to a revival of a national self-consciousness, so the need of an effective method of dealing with trade problems was impressed on all minds, and this prompted the government to initiate an enquiry which led to the voluntary establishment of Whitley Councils.

So also in the road transport industry the growth of local or district associations with their conflicts and disputes—often leading to settlements which had prejudicial effects upon other areas—created the need for a more effective method of dealing with these matters, and led to the formation of a national organisation as an essential stage in the development of the industry, and tended to substitute as an alternative procedure, a central arena, with the view of creating a greater balance of power as between the contending factors.

It constituted a recognition of the fact that the trade of the whole country was bound together by a community of interests.

The whole aspect of Industrial life was changing. Marked improvement had been made in the life of the workers, and the latter, taking advantage of the economic conditions then prevailing, were pressing for greater advances in the improvement of their industrial condition. It was not until the last year of the war, however, that the idea of forming a national organisation for road transport found definite expression. In December, 1917, every association in the country had received a demand from the union for a wages increase. At the instance of Sir George Askwith, a conference of representatives of these various associations was convened in London with the view to making a settlement upon some uniform and definite basis. Agreement was reached, and the award of the Commissioner was promulgated on the 8th January, 1918. This conference having served the purpose of bringing all the organisations together, the immediate outcome was a unanimous desire for unity and co-ordination, and with this object in view, a further conference was held in Manchester in January, 1918, at which 84 representatives of the trade throughout the country attended. The business of the conference, although not without its difficulties, was successfully accomplished, and at a later meeting in March, the National Federation was launched with Mr. G. A. Dutfield, J.P. as its first President.

MR. R. P. BAILEY.

The country was then passing through a period of grave anxiety. Labour was scarce, and the trade found great difficulty in maintaining a supply of fodder for its horses, all available supplies being sent overseas. The Federation made every effort to cope with the situation. In July, 1918, further demands of the union for increased pay were considered and conceded under an arbitration. Reports of the success of our armies on the western front were now beginning to filter through, giving every promise of ultimate success.

The unions in all sections of trade visualising the effect which demobilisation would have upon the labour market, began to strengthen and consolidate their positions before the return of the troops. Industrial unrest was prevalent in all important industries, and at times, entire dislocation of trade was threatened.

The grouping of the miners, railwaymen and transport workers into the "Triple Alliance," made them the strongest organisation in the country, and they had laid plans for a great revolutionary movement. In December, 1918, simultaneous demands were made for lessening the hours of labour, the transport workers for a 44 hours week, and the other sections for a 48 hours week, coupled with increases of pay. These were resisted in all quarters, and there is little doubt that a general strike was prevented solely on account of the critical stage which had been reached in the peace negotiations then under consideration.

After protracted meetings, the demands of the miners and railwaymen were conceded, but actual settlement would not be acknowledged by the unions until agreement on the transport workers claim had also been reached. It was in this section that the great fight was being waged, the employers refusing, even under the greatest pressure, to concede the 44 hour week. The transport workers would accept no compromise, and a deadlock followed. The Minister of Labour, however, after being in communication with the Prime Minister, strongly urged a settlement, and negotiations being again resumed, the employers conceded the 44 hours week for all dock and riverside labour.

Separate negotiations for the road transport workers resulted in a recognition of the difficulties of the trade, and a 48 hours week was agreed upon.

A Joint Industrial Council for road transport was immediately set up and was doing useful work until the old question of the non-associated employers refusing to accept the agreed schedule of wages became acute. The Joint Council brought great pressure to bear upon the Minister of Labour to introduce a Bill giving statutory force to voluntary agreements, but on grounds of policy, and chiefly because the Labour congress had not agreed to the principle, the Minister would take no action.

The Industrial Council was very short lived. Except that it provided machinery for dealing with matters of wages and working conditions, no permanent benefit was derived by the trade. Its demise came about in 1920, over a demand to establish a minimum wage of 87s. per week for a single horse driver with corresponding advances in other grades. This demand was undoubtedly inspired by the successful issue of the dockers claim for 16s. per day.

The employers' panel of the Council would not entertain it, and as the other side would neither modify nor withdraw the claim, the Council broke up. Efforts were immediately made by the Minister of Labour to keep the machinery active, but without avail, and from that time onwards it ceased to function.

This was a severe blow to all efforts at organisation. It came just at the time when the trade slump had set in, and disintegration followed. Associations dropped back to the old method of local negotiations.

There had always been difficulty in maintaining cohesion and organisation in the trade, mainly on account of the large number of small units operating within it. When, therefore, the Royal Commission on Transport was set up, the Federation directed its attention particularly to this matter. It asked for unification of wages and working conditions throughout the country, which should be divided into reasonable areas for that purpose, pointing out that it could not be supposed that one set of rates and one set of working conditions could be operated throughout the country. It submitted that the industry cannot be properly organised and regulated so long as some vehicle owners are permitted to engage intermittently in it, and in order to give effect to this, the Federation suggested that haulage contractors should be licensed, and such licences issued only to bona-fide contractors in the areas which it was suggested should be defined. It proposed that area transport authorities should be set up composed of representatives of the industry, traders and the Ministry of Transport, and possibly a representative of municipal enterprise. It submitted that co-ordination could not freely come about whilst the conditions of the industry are as loose as they are at the present time and whilst the industry is of such an open nature.

Although the work of the Federation up to 1922 had been largely directed to industrial questions, the matters of taxation and legislation had not been overlooked, and through the medium of the standing Joint Committee of Mechanical Road Transport Associations, much useful work has been accomplished.

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In 1929, the Federation took individual action in opposing the Railway Bills, whilst it has co-operated with the National Confederation of Employers on the Factories Act and the Washington Convention.

This question of the Washington Convention for an 8 hour day and a 48 hour week, which the present Government intends to ratify, is a matter which affects Road Transport more vitally than any other industry, as it would be impossible to operate the trade within such rigid restrictions, and the Federation is fully alive to its importance.

The Federation has been exceedingly fortunate in enjoying the leadership of two very able and competent Presidents. Mr. Dutfield, whose name was a household word in industry, relinquished the office in 1922, and was succeeded by Mr. W. Edwards, of Liverpool, who, having also served the office of Vice-President since the formation of the Federation, has done yeoman service on its behalf.

Transport in Birmingham.

By Thos. Hawkins, J.P.

Secretary, Birmingham Horse and Motor Vehicle Owners' Association.

I NOTE with much interest that your journal celebrates its twenty-fifth anniversary next month, and I would like to heartily congratulate you on the success you have achieved during that period.

My first introduction to your paper was at the inaugural meeting of the National Union of Horse & Vehicle Owners, 1909. I well remember the assistance you gave in the extensive report you published of the proceedings, which, I think, was the beginning of a great improvement in the Transport Industry as a whole.

My Association (The Birmingham Horse & Motor Vehicle Owners' Association) in conjunction with the then President (Mr. Meynell Hunt) decided to convene a meeting of persons interested in transport work with a view to the formation of a National Body. The result was highly satisfactory, and it is pleasing to note that many centres now have an Association of a similar character to protect their trading interests and to improve the Transport Trade in general.

MR. THOS. HAWKINS, J.P.

My Association, I am pleased to say, has made excellent progress during the past 25 years, and has established quite an influential position in the City of Birmingham. We have found that the sectionalising of the various interests in the Trade has been highly satisfactory in connection with our Association. We have a Cartage Contractors' Section, Char-a-banc Proprietors' Section, Hackney Carriage Proprietors' Section, and a Funeral Directors' Section. Each Section has autonomous powers with separate Committees which meet periodically for the respective business purposes, and Sectional Reports are presented to the Executive General Committee from time to time.

We have, on several occasions, opposed clauses in Bills presented to Parliament, with very successful results, and also have opposed suggestions in regard to Local Bills which have been considered detrimental to the interests of the transport trade. During the recent Parliamentary Session, my Association successfully opposed two clauses in the Birmingham Parliamentary Bill, and we have recently succeeded in influencing the Birmingham City Council to reject a bye-law put forward by the Public Works & Town Planning Committee.

I am fully convinced that the respective trading organisations which have been formed to protect the transport industry have done yeoman service with regard to the improvement of the transport industry, and such organisations through diplomatic negotiations are generally successful in procuring satisfactory results and avoiding conflicting experiences between administrative bodies and members of the transport trade. I attribute much of the improvement to the great assistance your paper has given in conjunction with local and general assistance, and sincerely hope that further developments of a like nature will be forthcoming in the future.

Traffic Control by Light Signals.—Memorandum No. 297 (Roads), issued by the Minister of Transport, deals with the subject of traffic control by light signals, which has been prepared by the Ministry, in conjunction with the Home Office and the Scottish Office, as an indication of the considered views of these Departments as to the lines upon which any developments of traffic control by light signals should proceed. Great importance is attached to securing that installations of this nature should be uniform in character throughout the country so far as local circumstances permit. The further question whether grants from the Road Fund could be made towards the installation and maintenance of such signals, erected with the express approval of the Ministry, is now under consideration, and it is hoped that it will be possible to issue further information dealing with this point at an early date. The present Memorandum is being issued without waiting for the decision in the matter of the grant in view of the fact that applications have been received from a number of authorities for guidance in the matter from the Departments concerned, and it is understood that some authorities have been postponing action pending the issue of definite instructions. Copies of the Memorandum can be obtained from H.M. Stationery Office, or through any bookseller, price 3d. net.

Use of Horns.—Steps are being taken by the Royal Automobile Club to give effect to the expressed opinion of the Conference on Road Traffic Noises and Priority of Traffic at Cross Roads, in connection with the use of motor horns. The Conference, which included representatives of the Ministry of Transport and a large number of official and unofficial bodies representing the road user, stated that "much might be done if strong representations were made through the motoring organisations to the manufacturers and to the motoring public at large, drawing attention to the annoyance caused to the general public, particularly in urban areas, during the normal sleeping hours, and urging them not to use those horns with a very strident and disturbing note, and to reduce the use of all types of horn to occasions where it is really necessary in the interests of safety." The law relating to the use of motor horns is defined in Article IV 5, of the Use and Construction Order, 1904, which reads as follows: "He shall, whenever necessary, by sounding the bell or other instrument, required by Section 3 of the Act of 1896, give audible and sufficient warning of the approach or position of the motor car." The R.A.C. points out, however, that compliance with the law may be made on this point without annoyance to the public, since a motorist who drives carefully finds that the necessity to use his horn rarely arises.

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The Furniture Warehousemen and Removers' Association.

By Victor Brown, J.P., C.C.

First Honorary Secretary and Present Treasurer.

Replying to your request that I should write some account of how the Furniture Warehousemen & Removers' Association came to be formed, and other matters which may be of interest:—Early in the year 1900, Mr. L. Byng Hall, who was then Managing Director of the Pall Mall Deposit & Forwarding Co., Ltd., suggested to me that it would be a good idea if an Association were formed in the removal trade, similar to the American and German Associations, and as he thought I was the only one who knew the members, as the only opportunity the trade had of meeting their competitors was, he said, when they met on the doorstep of a house to estimate, he asked me to call a meeting of my friends in London to talk over the matter, and he kindly consenting to place the offices of the Pall Mall Deposit & Forwarding Co. at our disposal for a meeting. This meeting was held, and Mr. L. Byng Hall put forward his ideas which met with warm approval. I was then asked to invite the leading firms in the country to attend a meeting, as I had come into personal touch with the trade, as in those days I used to see the members frequently. The outcome of this was that it was decided to have a general meeting of the members in town and country to discuss matters of interest and decide as to the advisability of forming an Association. With this object a meeting was held on May 3rd, 1900, which was very representative of the trade. Mr. L. Byng Hall presided, and after I, acting as Hon. Secretary *pro tem.* had read a large number of letters received from members of the trade in all parts of the United Kingdom in thorough sympathy with the objects of the meeting, Mr. L. Byng Hall explained the ideas of the Association. He mentioned the fact of his being a member of the German and American Kindred Associations which exercised a very great influence over their trades with the most excellent results. From his experience of those Associations he was confident that an Association in the United Kingdom would prove beneficial in every way, and he strongly recommended that one be formed. Mr. Hall then asked Mr. F. Tapner (Messrs. W. Whiteley, Ltd.), to address the meeting. Mr. Tapner pointed out that the trade had increased and was increasing greatly all over the country, that a very large capital was invested in buildings, vehicles, plant, etc., that competition was keener, and that it necessarily followed the public did and would take advantage of such competition. Customers were more exacting and less honorable as competition grew, and they now made the most trivial claims which were never thought of years ago. He considered that the Association, if formed, should at once discuss the desirability of formulating a standard of liability, which could be adopted by the trade generally. At the present time the question was in a chaotic state, and contractors were liable for anything and everything. There should not be any great difficulty in arriving at an understanding on this subject.

MR. VICTOR BROWN, J.P., C.C.

Then there was the important question of the right of lien. This was most unsatisfactory for warehousemen and also for removers, and in the future, with increased complications, it would prove a stumbling block. This could only be removed by legislation, which he was sanguine enough to believe would be possible should the Association be powerful enough. The members of the trade should see to this.

He could also foresee increased demands on the part of the Railway and Insurance Companies. The former were already feeling the pinch of increased expenses and were considering how to recoup themselves. In his opinion the trade would be selected for increased burdens, as was the case during the revision of the rates some few years before. He thought the Railway Companies should rather reduce the rates and thus divert into the hands of the trade (which gave the Railway Companies so little trouble) that business which they themselves did so badly and for which they had to pay heavily in the way of claims for damages.

The Insurance Companies were also very exacting.

Labour was another factor which would have to be reckoned with.

In concluding his remarks, Mr. F. Tapner said all these combinations could be better met by combination, and he very strongly felt that the proposed Association was needed and that it would, if formed, be found to be of the greatest assistance to the business of warehousemen and removal contractors.

A discussion followed in which Messrs. H. Day (Harrods, Ltd.), J. A. Evans (C. & G. Ayres), Wm. Boote (Wm. Boote & Son), W. H. Buncombe (C. Taylor & Sons), — Hibbard, Peter Bendall (Barnby Bendall & Co.), Ben Purser, W. H. Payne (Payne & Birdseye), took part, the last gentleman suggesting an estimate form be made out by the Executive Committee for the use of the Association and submitted to the Members before adopting. This suggestion met with warm approval from the meeting.

It was then proposed and seconded and agreed to that an Association be formed and called The Furniture Warehousemen and Removers' Association. This resolution being put to the Meeting was carried unanimously.

Sir John Blundell Maple, Bart., M.P., was elected President, Mr. Albert Taylor, of Messrs. Walter Taylor & Sons, Pimlico, Vice-President, Mr. L. Byng Hall, Honorary Treasurer, and I was elected Honorary Secretary. A Committee was also elected and the annual subscription was agreed to be £1 1s. 0d.

Among others present at the Meeting were:—Mr. F. W. Burdock (John Barker & Co., Ltd., Kensington, W.), Mr. Tom Batchelar (Batchelar & Sons, Ltd., Croydon), Mr. W. Nicholls (Hampton & Son, Ltd., Pall Mall), Mr. J. R. Comfort (Jones Bros., Holloway), Mr. A. Pope (Pope & Son, Hammersmith), Mr. W. Holland (J. Shoolbred & Co., Tottenham Court Road), Mr. G. Opie (J. J. Allen, Ltd., Bournemouth), Mr. J. E. Carter (Walter Carter, Manchester), Mr. A. Curtiss (Curtiss & Sons, Ltd., Portsmouth), Mr. F. Brown (Bridges & Co., Folkestone), Mr. Peter Bendall (Barnby, Bendall & Co., Cheltenham), Mr. J. A. Smyth (Beverley, Smyth & Co., Dublin), Mr. A. Currie (Currie & Co., Newcastle-on-Tyne), Mr. T. H. Gilley (Farrant & Co., Torquay), Mr. Alfred Peace (Alfred Peace, Bridgwater), Mr. F. Winwood (W. Winwood & Son, Worcester), Mr. A. Hewitt (White & Co., Ltd., Southampton). It was agreed that the Annual Meeting should be held about the middle of May in each year.

At the conclusion of proceedings, an impromptu Dinner was held at the Florence Restaurant, Rupert Street, at which Mr. W. H. Buncombe presided.

May 3rd, 1900, was an important day in the removal and warehousing trade, when the Association was formed to be of general use to the members of the trade, and not, as a good many think, the trade for the Association. I sometimes wonder whether this is really understood, and if some of the members are not more keen to take more out of the Association than they put into it. I have since been told by some that they were glad to be members of the Association because the cartage they got from other members paid their subscription times over. This is not the true spirit that should obtain. I have been at times very disappointed with the results of the many years of labour by leading men in the trade, who had nothing to gain by being members, who have done their best for the general good.

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I have frequently heard of firms taking goods from another depository under some excuse or other, where in nearly all cases there was no real reason whatever. Alternatively, I am glad to know that most of the firms stand very loyally to the recommendation of the Association.

With regard to the Centres, some of these are doing splendid work and carrying out local arrangements in a very straightforward manner and which is satisfactory to all. In other Centres, there seems a very great lack of interest and no cohesion. What has been done in some places can be done in the others. All should work together for the mutual good. The keynote of the Association is that there should be mutual confidence all round if the Association is to be a thorough success and looked up to by the trade generally. This can be done if each individual member would do his best to uphold the objects of the Association.

I have before me a copy of the first Year Book issued, which contains about 90 to 100 names. There are to-day over 800 members.

I should like to say a word with regard to the past Presidents.

Sir John Blundell Maple, the first President, was unable, owing to pressure of Parliamentary and other business, to give much time to the Association. Mr. Albert Taylor, of Messrs. Taylor & Sons, Pimlico, presided at nearly all the meetings of the first year and was President the following year, and to him, who was always courteous and helpful, the Association owed much for his guidance through the difficult early stages. He was followed by Mr. J. E. Carter, of Walter Carter, Manchester, who took a warm interest in the Association and was very active in furthering its objects. He was followed by Mr. F. Tapner, who was so well known and who will be always remembered as one of those who showed prominently in the prosperity and continued success. He was followed by Mr. Archibald Currie, of Currie & Co., Newcastle-on-Tyne, a fine type of North Country gentleman and a firm friend. The memory of Mr. Arthur G. Dixon is still fresh in the members' minds and will never be forgotten for the very great interest he took in the Association and always ready to help members. Mr. Alfred Peace, J.P., of Bridgwater, had a very important year of office in 1906-1907, and did a great deal to strengthen the Association. Mr. H. Day, of Harrods, Ltd., was the next President. He is so well known as one of the pioneers of the Association, and it was a great loss to the Association when he retired into private life. Mr. W. R. Peppiatt, of Chaplin & Co., was the next President, and owing to the enormous amount of work he did for the Association and important matters in hand, he was unanimously elected to serve for a second year. He was followed by Mr. Ben Purser, of Southport, who always took a keen interest in the Association. Mr. F. Walter Payne followed in 1912. Always an enthusiast of the Association and a great help from the start, his work will always be remembered by the older members and it is a matter of general regret that he does not get the opportunity of being present nowadays at the meetings as formerly. Mr. F. J. Godden, J.P., will always be remembered for his services, and a man who endeared himself to all the members. It is a very pleasing fact that Harold Currie, J. Godden and Arthur J. Dixon, the sons of former Presidents, have each occupied the same position and have upheld the reputation and usefulness of their fathers. Mr. E. H. Beckwith, of Pickfords, was of valuable assistance to the Association as President. Mr. Ben Blower, Mr. A. J. Waters, and Mr. A. J. Burrows, each served their year with great credit to themselves. Mr. C. Stanley Hudson was a very useful President, and it is deplored that he is seen so rarely now at the meetings. Mr. George Opie, of J. J. Allen, Ltd., Bournemouth, was a very respected President and a very great help to the Association. Mr. H. Mayes, of White & Co., Ltd., is well known to the present generation for his splendid services to the Association and untiring efforts for its success. Mr. Evan Cook was elected in 1922, and did good service to the Association. I often think that the experience he gained in the Association has fitted him for the more active participation in public affairs of London in which he now takes so leading a part. Owing to the valuable services of Mr. G. H. Price, of Mousell Bros., Ltd., he was elected President for two years. All the members of the Association greatly appreciated his guidance and assistance. Mr. R. J. Armstrong was President in 1925. He, again, is so well known among the members that it is unnecessary to add anything beyond to say that he is a great enthusiast for the Association and its success. It is deplored that the serious accident he had in June last has kept him away from business so long, but it is very satisfactory to know that he is now beginning to get about again. Mr. J. R. Harris, of Tunbridge Wells, was an excellent President and untiring in his efforts for the success of the Association. As a member of the Finance Committee, his services are invaluable. The Presidency of Mr. G. H. Good (J. J. Allen, Ltd.), of last year is of so recent a date as to be fresh in the minds of everyone. Always courteous and kindly, he gave an enormous amount of time to the work of the Association. His marriage taking place in the year of his office, the members had an opportunity of expressing their appreciation of his services and they hope that he will have many years of happy home life and that the Association for a long time to come will have the benefit of his services.

No one but those who came in close contact can really appreciate the fine services the Presidents have devoted to the interests of the Association.

It is a melancholy fact to record that 13 of the past Presidents have passed away.

Members will remember that Mr. L. Byng Hall was offered the Presidentship on several occasions, but he preferred to remain on the Committee. He will always be remembered as the originator of the scheme, and not only as the one who first suggested the idea of the Association, but the work he carried through to help make it a thorough success, and also for his kindness to all members who have sought and still seek his advice. Long may he remain as one of the pillars of the Association.

It may be of interest to members to know that the only member of the Committee who was elected in the first year of the Association who still remains on the Committee is Mr. Frederick Brown, of Bridges & Co., Folkestone, one who has been of invaluable help for many years past, but whose innate modesty will not allow him to seek higher honours.

For between 11 and 12 years I was Honorary Secretary, but owing to the enormous growth of work, it was felt the time had come when a Secretary should be appointed. Mr. Thomas Upton was elected Secretary and occupied that position from 1st July, 1911, to 30th June, 1927, when Mr. E. A. Harris was appointed Secretary.

The work of the Association was carried on from its inception in 1900, until July, 1911, at the offices of the Pall Mall Deposit Company, when offices were taken in Craven Street, Strand, which, after a good many years, occupation had to be given up as they were wanted for the owner's own use. The Association then removed to Russell Square, Bloomsbury, and then afterwards to the present address in Arundel Street, Strand.

I understand the next issue of *The World's Carriers* will be the Birthday Number. I offer you my congratulations and every hope for its further success. Matters of interest to the removals and warehousing trade are so fully reported that its issue is greatly looked forward to by the members each month.

Nine-Language Trade Guide.—Following the practice of the last three years, an advance edition of the catalogue of the London section of the British Indusrties Fair is being prepared with a classified index to goods in nine languages. It will be ready on December 31st, in time for it to be in the hands of most overseas buyers before they leave their homes for the Fair, which is to be held simultaneously in London and Birmingham from February 17th to 28th. This advance edition will run to 11,000 copies.

World Agricultural Tractor Trials, 1930.—World Agricultural Tractor Trials, to be held next year under the auspices of the Royal Agricultural Society of England in conjunction with the Institute of Agricultural Engineering, University of Oxford, are being arranged, and entry for and particulars of the trials and tests may be obtained upon application to the Secretary, Royal Agricultural Society of England, 16 Bedford Square, London, W.C.1.

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The Cartage Trade of London.

By R. P. Bailey.

Secretary, London Cartage and Haulage Contractors' Association.

THE London Cartage and Haulage Contractors' Association was founded in 1889, and its establishment was the direct result of the feeling which arose both in London and the provinces when the then Chancellor of the Exchequer, Mr. Goshen, introduced as an item of the Budget, a proposal to raise revenue by means of a "Wheel Tax."

This proposal had the effect of creating a sense of unity and mutual obligation in the cartage trade in London, and Mr. Samuel Taylor was the leading spirit in organising an opposition movement. He was ably supported by Messrs. G. J. Lloyd, J. Finch, C. E. Scholes, R. A. Kearsey, M. Fairclough, A. J. Willmott and others. Public attention was directed to the gross injustice of the tax by means of placards posted on the tilts and elsewhere of the trade vehicles, and the employment of public speakers. Their efforts met with success and the proposed tax was withdrawn.

The immediate outcome of this movement was a desire for the establishment of an organisation for the protection of common interests, and on the 10th December, 1889, after a preliminary meeting at 85 Tower Hill, a full meeting of the trade was held at The London Tavern, "with a view of ascertaining the feeling of the trade as to the desirability of forming an association for the purpose of watching over and protecting the interests of the trade." Mr. Samuel Taylor presided, and resolutions were duly passed, "That an Association of Master Town Carmen be hereby established and be called 'The London Carmen and Cartage Contractors' Association.'"

A council of 25 members was appointed, and it may be of interest to the trade if their names are recorded. The following thirteen members who had constituted the Provisional Committee were unanimously elected to the Council without ballot.

Messrs. H. Drapper, H. Evans, M. Fairclough, H. Fardell, J. Finch, R. A. Kearsey J. S. Lavington, S. Seaward, E. Smith, J. Smith, H. Smith, Samuel Taylor and A. J. Willmott.

Twenty-one other names were submitted for the remaining vacancies, and by resolution, the first 12 names were declared elected. They were: Messrs. W. T. Cook, C. Webster, W. Boyer, C. Oakley, H. J. Gardner, E. Bramley, J. J. Prior, C. Fardell, E. Roberts, C. Johnson, J. Maggs and G. J. Lloyd.

Mr. Samuel Taylor was elected President; Messrs. R. A. Kearsey, A. Willmott and S. Seaward, Vice-Presidents; Mr. Morrison Fairclough, Treasurer; whilst Mr. Archibald White acted as Secretary.

Under such excellent auspices, the Association embarked upon its career. In its earliest stages (February, 1890), it was called upon to deal with a manifesto issued by the London Carmen and Dock Labourers' Union which instructed its members: "To refuse to load or unload any vans for non-union carmen and to refuse to work with any non-union carmen."

Whilst this manifesto caused some alarm, the employers took immediate action in countering it by informing their men that so long as they satisfactorily fulfilled their duties they would not be discharged. No serious consequences ensued, but there was undoubtedly a feeling of unrest existing, and the tactics of guerilla warfare were sometimes adopted by the striking of individual firms.

The Men's Union made persistent efforts to gain recognition, but they were invariably met with a refusal by the employers. Much dissatisfaction, however, existed amongst members of the Association at the disparity in the wages paid to carmen and rate cutting was rampant. There was no accepted scale of wages nor any limits to the number of hours a man should work. These conditions prevailed for several years and great difficulty was experienced in maintaining organisation.

When, therefore, the Transport Workers' Federation, in July, 1911, "in view of the present unrest," made application for a deputation to be received to discuss proposals forwarded by the London Carmen's Trade Union, the request was readily granted, in the belief that something definite and concrete would emerge in the nature of fixed wages and working conditions which would be rigidly enforced by the Federation on all master carmen, and a sub-committee from the Association was appointed to meet them.

The two parties met on August 1st, 1911, and after a short discussion they reached a measure of agreement. An advance in wages was conceded, but there was difficulty in getting agreement to the 72 hours week and payment of overtime. The Employers agreed to recommend acceptance, and the Union's representative asked that if these terms were acceptable to the Union's executive, could they come into force as from Monday next. The Employers pointed out that the following Monday was Bank Holiday, and it would be impossible to arrange a meeting of the masters prior to that date, but that they would submit the proposals to a meeting not later than Thursday, August 9th. There was no indication that a strike would be precipitated, but the men did not present themselves for work on the Tuesday following Bank Holiday, a strike having been declared.

On Thursday, August 9th, a meeting of the trade was convened, and the whole position reviewed. The sub-committee was given authority to make a settlement with the men's representatives on the lines which had been already submitted. According to prior arrangement, the committee met the Union representatives that same evening, and after prolonged discussion, lasting until 2 a.m. the next morning, an agreement was reached fixing the wages of a single horse carman at 27s. for a 72 hours week, and not more than 14 hours in any one day, and overtime at 6d. per hour, and on these terms work was resumed. The agreement did not meet with entire approval.

Difficulties began to arise again over the question of the non-union man, and even in the employers' ranks there appeared to be dissatisfaction that that particular section of trade had not been represented on the committee which met the men's representatives.

Several meetings were convened at the instance of members who complained at the fixing of the 72 hours week, and the payment of overtime. Others complained that a large number of the master carmen were working at the old rates, and it was impossible to resist their competition. Many representations were made to the Carmen's Union, and a sub-committee informed the Transport Workers' Federation that unless the agreement was more generally adopted it would be impossible for the firms who were conforming to the agreement to continue. They received an assurance from the Federation that they would use all means in their power to enforce it.

The agreement was embodied in the rules of the Association making the adoption of that schedule a condition of membership. It was manifest, however, that the loyalty of members was being put to a severe test. In March, 1912, the men's Union was again approached on the question of non-compliance, but only promises of assistance were forthcoming.

In May, 1912, there were all the signs of an imminent dock strike. The unrest which had been simmering for years appeared to have reached boiling point. The Association appointed a strike committee to make preparation for emergencies. Fodder was purchased, and the protection of the police was solicited to ensure that the horses should be properly fed and attended.

On the 22nd May, the President was called to a meeting at the Board of Trade at which the union officials were present relative to a strike at Mr. Bissel's yard. They repudiated any official connection with the strike and re-iterated their desire to maintain the 1911 agreement and its recognition by all master carmen.

On this same date the lightermen struck by refusing to work with unlicensed men and the dockers came out in support, demanding the recognition of the federation ticket and the employment of only union men. The call to strike had not been made to the carmen, but their sympathy with the dockers was shown by their refusal to load goods at the docks, which, under other circumstances, would have been lightered. This led to the dismissal of employees and a demand from the union for a re-instatement. The position of the master carmen was an exceedingly delicate one. There was no official strike in the trade; yet the government, in its several attempts to set up machinery for a settlement, endeavoured to bring in all sections of the transport trade. The Association steadfastly declined to be a party, on each occasion, on the grounds that they had no dispute with the Federation, and that they were prepared to abide by the 1911 settlement, but in their own meetings they resolutely determined to resist the enforcement of the federation ticket if that demand was made upon them.

The strike failed about the middle of June, and after the resumption of work, Sir George Askwith invited representatives of the trade to give evidence before the Industrial Council;

(1). As to the best method of securing the due fulfilment of Industrial agreements.

(2). How far and in what manner Industrial agreements should be enforced.

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The Association advocated the granting of statutory force to voluntary agreements, but no positive results followed the enquiry. The Association has been consistently persistent in this policy, and urged its adoption during the war troubles and before the Royal Commission on Transport which was set up in 1928.

The danger of contagion to horses of Glanders and Farcy occupied the continuous attention of the Council from 1892 onwards. Numerous interviews are recorded with the Board of Agriculture and the City Authorities, particularly to urge the closing of public water troughs and the erection of stand pipes.

The Glanders and Farcy Order, which came into operation in 1907, was far from satisfactory to horse owners, although the scale of compensation was a decided advance on former orders. In 1913, a petition was signed to the Board of Agriculture urging that in order to stamp out this disease, it should be compulsory for every animal to be subjected to the mallein test by a veterinary surgeon approved by the Board of Agriculture, and also that full value should be paid for all animals which responded to the test and were slaughtered. This petition was supported and signed by several of the Railway Companies and Transport Associations throughout the country.

In the field of legislation, the Association has an excellent record. In 1907, the London Brighton and South Coast, and the London and South Western Railway Companies sought power to engage in general cartage work. At the outset, the L.B. & S.C. Rly. contested the Association's right to appear against the Bill on the grounds that it had no *locus standi*, but the Court of Referees decided against the Company's contention and granted leave to appear. On consideration of the Bill before the House of Commons, the Committee amended it by limiting the companies' powers to the cartage of rail-borne goods only. As a consequence of this decision, the L. & S.W. Rly. offered to modify the cartage clause in their Bill so as to restrict their cartage to non-rail-borne parcels and to exclude the area within a radius of 25 miles of Charing Cross. Whilst this would have met the immediate objection of master town carmen, the Council considered it would be a dangerous concession, and they accordingly refused to accept the modified clause, and instructed the Council to oppose it. However, on the day prior to the hearing of the Bill before the Committee, the Company withdrew the cartage clause, and the Association thus recorded its first success in its many battles with the Railway Companies on this point.

Two other Bills of a similar nature were then pending, and these also were successfully resisted as were others of a like nature which followed in later years.

In 1928, however, in consequence of the development of motor transport, the railway companies made common effort to secure these powers. The Government set up a Joint Committee, and after sitting for 30 days in practically continuous session, general road carrying powers were granted. It is interesting to record that the charges incurred in 1907, by the employment of counsel, fees, etc., were £168, whereas in 1929, the costs amounted to £4,250.

The work of the Association in the matter of legislation was not confined solely to railway matters. It was active in the Trade Disputes Bill, which legalised picketing, and relieved trade unions from liabilities in consequence of the illegal acts of their agents, the Workmen's Compensation Bill, and a host of others.

The Vehicles Lights Act, providing for the carrying of lights upon every vehicle after sunset was first introduced in 1893, and the Council circularised the trade and Members of Parliament, pointing out "the uselessness and danger of such regulations as applied to our own well lighted towns and cities," and, as a result of these representations, the introducer of the Bill promised to exclude from its operations the precincts of well lighted towns and cities. In October, 1898, however, under a bye-law of the L.C.C., a police order was issued making the carrying of lights compulsory.

Van robberies were exceptionally numerous in the early years of the Association. The Council adopted all kinds of measures with a view to checking them, and the services of private detectives were engaged. One persuasive gentleman named "Moses," informed the Council that, "providing the necessary funds were forthcoming," he had no doubt that he could succeed in tracing and convicting receivers. His eloquence undoubtedly convinced the Council as to his ability, and he was engaged for three months at a remuneration of £10 per week and £20 on each conviction, at the end of which time he had nothing to report, and the Council immediately dispensed with his services. Two inspectors—retired police officers—were engaged, and some measure of success attended their efforts, but severe complaints are recorded that not only were the authorities very lax in dealing with these cases, but they refused assistance and information to the Inspectors.

In 1909, a petition was lodged by the Association against the City of London (Street Traffic) Bill, and a deputation from the Council attended before the County Purposes Committee and presented their objections to certain clauses of the Bill which would have prohibited all loading and unloading from vehicles by means of cranes and pulleys between the hours of 8 a.m. and 6 p.m. As a result of these representations, the Council agreed to delete the objectionable provisions of the Bill so far as they related to merchandise other than coal, coke and beer casks.

By a decision of Judge Bacon, under the Workmen's Compensation Act, it was held that tips received by a carman, in addition to wages paid by his employer, must be considered as part of the carmen's wages derived from his employment, and compensation under the Act was awarded on that basis. The Insurance Company held that the decision was wrong, and the Association contributed a sum of £50 towards the expenses of appeal.

The appeal was unsuccessful and the Insurance Company having in the interim failed, the costs incidental to the appeal had to be met by the firm of contractors, but they were reimbursed by the Association.

Up to the year 1905, mechanical transport had made little or no appeal to the trade generally, but there was a movement by another Horse Owners' Association to approach the Local Government Board for more stringent regulation;

(a). As to speed limits.
(b). Prohibiting the emission of sparks, steam, etc.
(c). Prohibiting of trailers.
(d). The exclusion of heavy motors from the more important thoroughfares.

The master carmen were invited to join in the memorial, but the President pointed out that master carmen might, in the future, be heavy motor owners themselves, and that as the District Council had proposed to reduce axle weights from 8 to 6 tons, and the speed from 8 miles to 6, this would, for the present, meet the views of the Association.

I have confined this record to the pre-war period. Space will not permit of the work of the Association during the period of the war and from 1919 onwards, although these were the most important stages of its work.

The record, however, would not be complete if reference were not made to some of the personalities.

Mr. Samuel Taylor was the first President and real founder of the Association. He continued in the Presidency until the year 1905, and his high character won the admiration of everyone. On relinquishing the office of President, the following resolution was inscribed on vellum and presented to him as a slight token of the esteem and regard in which he was held by the members. "That the warmest thanks of the meeting be and are hereby tendered to him for the invaluable services rendered to the trade generally and for the urbanity, impartiality, invariable courtesy, tact and ability displayed by him as President of the Association and Chairman of the Council."

Mr. R. A. Kearsey was elected his successor, and he was President from 1906 until 1915. His period of office had been an exceedingly onerous one, and he won the esteem of the members by the abilities he displayed, particularly in dealing with the labour troubles of 1911 and 1912, and for the services rendered in the first year of the war.

His successor was Mr. G. A. Dutfield, J.P., who held the office from 1915 to 1926. It is impossible to measure in words the volume of work which Mr. Dutfield undertook on behalf of the Association, and the demand it made upon his time and energies during the war and post war periods. He showed exceptional ability and tact in guiding the Association through those troublesome times, and none will deny that his work stands pre-eminently above all others.

Mr. P. R. Turner followed Mr. Dutfield in 1926, and still retains the office of President. His period of office, although comparatively short, has been full of activity. His services during the general strike were of inestimable value both to the country and trade generally. He showed a masterly knowledge when giving evidence before the Joint Committee, in opposing the Railways Bills, which won a commendation from the leading counsel for the promotors. In his submission to the Royal Commission on Transport, he exhibited a broad outlook, and there can be little doubt that if his suggestions are adopted, the future will hold a better prospect for the road transport industry. His many other duties have been discharged with an ability which has won the admiration, not only of the members of the Association, but of the trade throughout the country, and the prestige of the Association has never stood higher than it has under his direction.

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The Furniture Warehousemen and Removers' Association.

Present and Future

By E. A. Harris.
Secretary, Furniture Warehousemen and Removers' Association.

In responding to your request for a statement as to the present position and future prospects and development of the Association, it is appropriate to embrace the opportunity to tender to you cordial thanks and appreciation for the support you have extended to the Association over a period of a quarter of a century, and to ask you to accept the heartiest congratulations of the Members on the occasion of the celebration of your Twenty-Fifth Anniversary.

What then is the present position of the Association? To render easy a realisation thereof it may first be stated that the transaction of its business occupies the attention of at least two general meetings each year, about 80 committee meetings and a large number of Centre Meetings. Its activities, as will be appreciated, cover a wide field of operation, and it may truly be said that in adolescence it retains the enthusiasm and progressive spirit which have been a feature of its work from the commencement. But the indication which has been given of the extent of the Association's deliberations requires to be supplemented by some statement of what is actually being done, and the following account could be considerably increased as it is by no means complete.

MR. E. A. HARRIS.

The Association, from its commencement, has rendered distinct service to the Industry in stabilising conditions of contract, and this is still one of its primary functions. One can easily visualise the confusion there would be if the conditions did not exist. Through the Joint Industrial Council for the Furniture Warehousing and Removing Industry the relations existing with employees are cordial and this is beneficial to both sides. The Association is recognised by Government Departments, Insurance, and other bodies, as the mouthpiece of the Industry. There are an ever-increasing number of matters which require watching and representation, and the Association never hesitates to act in the interests of the Industry. Railway Companies recognise the Association as the medium for negotiations in regard to rates, services, etc., for removals by Rail. Special Insurance facilities have been arranged for Members. The relations between Members are cemented in many ways, apart from the opportunity for coming together and arriving at understandings in regard to matters of common interest—to mention but one example: It is the practice of Members to utilise the services of other Members when requiring assistance. The Association's Employment Bureau performs very useful service, and the Benevolent Fund, established three years ago, continues to develop.

Every industry is realising more and more the necessity for specialised education and the spread of information regarding every aspect of its activities amongst its Members, in order to improve its services to the community to the ultimate benefit of its Members as well. In accord with this movement Examinations are held by the Association for the staffs of Members, and Educational Classes are held after Centre Meetings. All this work is for the good of the Industry and the community it serves. It may also be mentioned that an indenture form suggested for use by Members when engaging apprentices is at present under consideration, which marks another intended development in the educational work.

What then is the future of the Association? The past and present is imperishably engraved therein. Development is, however, in the natural order of things, and the Association is still forging ahead. With its progressive potentialities it is confidently anticipated that step by step it will go forward.

It is not, however, too easy to speak of actual directions in which it will develop. Such of the Association Centres as have not long been established are bound to strengthen, and the Association is urging the formation of Town Units of Centres where such do not at present exist. In an endeavour to improve still further the general condition of the trade, a pamphlet is being issued dealing specially with Costing of Road Motor Vehicles in the Industry, and the influence on the future will, it is hoped, be beneficial. In furtherance of the promotion of its objects and the interests of the Industry the Association registered a design which may shortly be available for use by Members, in suitable form, the aim being to associate more than ever in the mind of the public the idea of quality of service in furniture removing.

Not only economic and similar factors, but legislative enactments, have to be carefully observed in framing policy to be adopted, and much, therefore, depends upon circumstances which may arise, not directly under the control of the Association or Industry. It is only necessary to mention the changes which may result arising out of the Reports of the Royal Commission on Transport, to which the Association, in the course of its evidence, put forward many suggestions in the best interests of the Industry.

The work which the Association has already done will be cumulative in its effects and be beneficial in the future, and though the Association is very representative, there are, of course, still some firms who are not indentified with it. As the work done, and to be accomplished, benefits the Industry generally, it is felt that the Association should receive the support of every legitimate furniture warehouseman and remover.

It may safely be asserted that, as in the past, the Association will continue to look after the interests of the Industry and promote them in every possible way.

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Shipping and Forwarding in Liverpool.

By S. L. Jude.

Secretary, Liverpool Shipping and Forwarding Agents' Association.

TWENTY-EIGHT years ago, *i.e.*, 30th September, 1901, a small body of business men met in an hotel in Liverpool and founded the Liverpool Shipping and Forwarding Agents' Association. Since that day, in spite of the unsettling effect of the Great War and trade depression, the Association has steadily progressed in numbers and influence. To-day its original membership has been almost quadrupled, and the prestige of the Association has never been higher.

In 1920 the Association was incorporated and now occupies a very important position amongst the trade associations of the United Kingdom. The objects as outlined at the original meeting in 1901, and subsequently confirmed in 1920 are briefly:—

"To promote and protect the interests of trade in general, and of the Liverpool Shipping & Forwarding trade in particular, and to consider all questions relating to the interests of trade, and especially so far as they relate to or concern the Liverpool Shipping and Forwarding trade, and to take such action therein, and promote such measures as the Council of the Association may think expedient.

To act as a representative body, and as such to communicate with Public Authorities, Parliamentary Committees, Chambers of Commerce, Railway Administrations, Steamship and Sailing Ship Companies, or other public bodies throughout the World.

To apply for, or support applications for Acts of Parliament or Provisional Orders or other measures which may be considered desirable for the purposes or in the interests of the trade, and to oppose any applications for Acts of Parliament or Provisional Orders which may be considered likely, directly or indirectly, to injure or interfere with or prejudicially affect the trade, and to take all such steps as may be deemed necessary or expedient for conserving, protecting and promoting the common interests of the Shipping and Forwarding trade."

MR. S. L. JUDE.

In carrying out its objects the Association has frequent dealings with other branches of the transport industry, and the relations between the Association and the railway and steamship companies, amongst others, are very cordial. In this connection the words used by the first President of the Association, at the first Annual Dinner, are of interest, and equally true at the present day:—

"Speaking as a steamship manager, after many years' experience, he could truly say that the interests of the steamship owner and the forwarding agent were absolutely identical. The steamship companies owed a debt of gratitude to the agents that was difficult to measure. The forwarding agents represented, to a great extent, the intelligence department of the steamship line. They gave much of the business that the companies had; they were the eyes and ears of the shipping trade, and they did much to prevent that diversion of trade from Liverpool to other ports that was threatened so often."

It is indicative of the close relationship between the Association and other bodies, and their desire for its support, that the Association is directly represented on three Committees of the Chamber of Commerce, the United Trades' Association Committee, and the Railway Traders' Panel. Whilst preserving its complete independence, the Association works in close co-operation with similar Associations both at home and abroad.

The Association is also frequently in correspondence with the various members of the Consular Corps, Government Departments, and similar Associations not only in this country but also overseas, enquiries being received from all parts of the world.

To carry out the considerable amount of work involved, the Association has a President, an elected Council of twelve members, and a part-time Secretary. This Council meets monthly at least, and a summarised report of its labours are sent each month to every member of the Association. This idea was only inaugurated a few years ago, and has been very warmly welcomed by the members, as is evidenced by the keen interest shown in these monthly circulars, and the numerous enquiries made regarding the matter contained therein.

The Association not only acts on behalf of its members with outside companies or bodies, but as mediator between members on points of dispute.

The social side is not overlooked, and the Annual Dinner is one of the most successful and important functions of its kind in the port. It is usually attended by representatives of the leading Shipping Companies, Railways, Consular Corps and Government Departments, and for the past few years the Lord Mayor has also accepted an invitation to be present.

As the representative of exporters and importers all over the United Kingdom and overseas, the forwarding agent has a great influence in the development of the Port of Liverpool. He is usually on far more intimate terms with merchants and manufacturers than steamship companies and carriers. There may be people who still question his necessity, but the close and unprejudiced interest taken by the agent in his client's welfare, his knowledge of the constant and inevitable changes in the conditions of the Port and Port Services and Consular Regulations, the necessity of freedom of choice of routes and lines, and the economy effected by means of grouping consignments, all demonstrate the justification of the shipping and forwarding agent.

Individually, the agent can do much, but combined, he can do a great deal more; hence the reason for the foundation of this Association, and its present strength and importance.

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Liverpool Cartage Trade.

By Allen Walter.

Secretary, Liverpool Cart and Motor Owners' Association.

THE Liverpool Cart and Motor Owners' Association has a practically unbroken history dating back to the year 1750, when the cartowners of the port formed themselves into a company. This company was reconstructed in 1815 and was superseded in 1871 by the present Association.

The Liverpool Cartowners' Association was incorporated in 1891 and broadened its title to embrace motors in 1920.

In the year 1860, Mr. Thomas Roberts was elected President of the old Company of Carters, and his grandson, Mr. W. T. Roberts, C.C., is now the President of the present organisation, his father being President in 1890.

During its history the Association has been involved in many stirring and vigorously conducted campaigns, notably, in the old days, those for the abolition of the Van and Wheel Tax and the abolition of the Horse Tax. On many occasions in the early part of the present century, the Association also successfully petitioned against the inclusion of clauses in railway bills in respect of the carrying of goods by road.

About the year 1888, the late Mr. C. A. Still became the Secretary of the Association and held that position for 37 years, and during this long period the Association developed enormously. When he was appointed, mechanically propelled road vehicles were unknown, although not unthought of, but shortly before the dawn of the twentieth century, trials, which he attended, of heavy steam vehicles were held in Liverpool, which are now more numerous on Merseyside than in any other part of the country.

MR. ALLEN WALTER.

Many able and distinguished gentlemen engaged in the cartage trade have occupied high positions in the Association. As already mentioned, Mr. Thomas Roberts was Chairman of the Company in 1860. A subsequent Chairman was Mr. Robert Edwards (in 1888), father of Mr. William Edwards, now President of the National Road Transport Employers' Federation, and himself a President of the Liverpool Cart and Motor Owners' Association for a record number of years.

The objects of the Association include the protection and advancement of the common interests of its members generally by the constant and efficient watching of municipal, county or national legislation wherein any principle or point of practice affecting them may be involved; the obtaining and enforcing of rates for cartage; the making of arrangements and regulations for the terms of hiring of stock between and by members; negotiations with railway, steamship and other companies, and receivers and forwarders of goods regarding facilities, rates, etc.; the taking of all such steps as may be deemed desirable to enforce the adoption of a uniform scale of wages and of time and overtime; the obtaining of legal advice for members on matters concerning their business; securing the proper construction and condition of highways for traffic purposes; and all beneficial objects affecting the general interests of the members.

In the past, as now, considerations of mutual insurance as a measure of protection against risks run by cartage contractors occupied the attention of the Association, and in its offices are records of the old Liverpool Cartowners' Accident Insurance Society. This benefit was, therefore, at one time, an integral part of the work of the Association, but with the growth of risks it became necessary in subsequent years to make arrangements for cover for damage to goods and other risks by an insurance company. To this day the Association handles a considerable amount of insurance business, and thus maintains an unbroken record dating back to the year 1750.

The Association is thoroughly alive to its responsibilities in maintaining on behalf of its members its claim on traffic, and in 1901 took the initiative in installing an extensive telephone system, linking up the business centres, i.e., exchanges, etc., with the more important points on the quays where the traffic arises. The Liverpool Cartowners' Association was the first of the city associations to fully recognise the tremendous possibilities of the telephone for speeding up business and thus giving the maximum measure of satisfaction to its members and their principals.

Great as have been the achievements of the Association in the past, there is no intention of resting upon our laurels, and those who at present guide the destinies of the organisation are ever watching over the interests of the members, whose ideal is public service and to enhance the general good of all.

British Industries Fair, Birmingham.

EXHIBITORS and trade buyers alike will find important additions to the arrangements for their comfort and convenience at the forthcoming British Industries Fair to take place in Birmingham from February 17th to 28th, 1930. Among the developments for the 1930 Heavy Section is an entirely new building, now in course of construction, on the north side of the present 11-acre Fair. This will comprise a dining room specially for exhibitors, another for trade buyers, a large Conference Hall, and a series of private dining-rooms for the use of the numerous trade and professional societies and institutions which have made it their practice for many years to foregather at the Birmingham display. This year, for the first time in Birmingham, in response to requests from overseas and home buyers, an Advance Catalogue will be issued, giving particulars of the principal new or improved products to be displayed. A minimum of ten thousand free copies will be issued early in December to prospective purchasers of 1930 British-made goods, this being, of course, supplementary to the full classified Catalogue in English, French and Spanish, available at the opening of the Fair, giving details of the numerous services extended to trade visitors.

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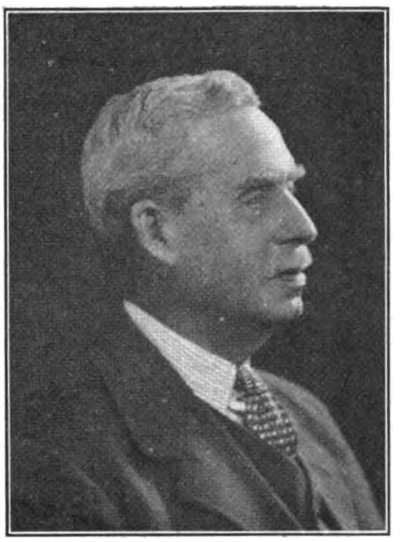
Transport in Ireland.

By A. R. Chapman.

Secretary, Dublin Carriers' Association

In Dublin, as in towns elsewhere, the question of transport facilities by road is becoming a problem which will have to be dealt with seriously in the near future, but owing to the adoption of mechanically propelled vehicles having been more recent than in England the problem is not quite so acute as it otherwise might be. It is, however, receiving the close attention of the Government and the Dublin Commissioners, and already considerable work has been carried out in improving roads and road surfaces, easing congested points, and providing police on point duty to regulate traffic at crowded and awkward crossings, while a number of places where space can be spared have been allocated for the benefit of the motoring public, where cars can be parked under reasonable regulations and where an attendant is provided to watch over them. This does not mean that the traffic problem in Dublin has been solved, as much remains to be done, not only in the provision of further facilities for the use of the roads, but by the issue of simple and effective regulations, and the education of the public in the observance of them, a certain section of whom, at present, are too inclined to be a law unto themselves, to the danger and inconvenience of other users of the thoroughfares.



MR. T. H. RICHARDSON, CHAIRMAN.

The fact that a considerable amount of the goods traffic in Dublin is still horse-drawn makes the question of road surfaces an important one, and one which is not too easy of solution, but by experiment and patience no doubt a suitable compromise will be evolved, while in the meantime all classes of traffic adapt themselves to the circumstances as best they may.

The Dublin carriers apart from passenger services are represented in Dublin by the Dublin Carriers' Association, an organisation founded in the year 1905 for the purpose of collective bargaining with the trade unions, settlement of disputes, and for keeping a watchful eye in general on all matters affecting the interests of its members, in which capacity it is from time to time in consultation with the Government, the Dublin Commissioners, the Police, trade organisations, and what not, for the furtherance of the common weal. It is a comparatively small but nevertheless an effective organisation and has for its Chairman, Mr. T. H. Richardson, whose portrait is appended, a well-known practical business man in Dublin, himself a carrier of no mean repute, and a popular figure among his fellow members in the Dublin Carriers' Association.

Street Accidents in Greater London.

The Second Report of the London and Home Counties Traffic Advisory Committee to the Minister of Transport on "Street Accidents in Greater London," in continuation of the earlier Report by the Committee on the same subject dated 10th March, 1927, is now on sale, and copies can be purchased from H.M. Stationery Office or through any bookseller, price 1/- net.

The growth of vehicular traffic in London during recent years is illustrated by statistics and diagrams based on the number of vehicles of the various classes passing certain busy traffic points on a selected day in each year, and the Report contains an analysis of the Police accident records for the years 1927 and 1928. The Report deals, among other matters, with the effect of "roundabout" and "one-way" systems of traffic working as regards accidents.

A notable feature of the Report is a map on the 6 inch scale showing the location of all fatal street accidents occurring in the years 1920-1928 inclusive in an area extending from Highbury in the north to the "Elephant and Castle" in the south, and from the Marble Arch in the west to Bow in the east.

The Committee urge that the utmost publicity should be given to the number of accidents and the circumstances in which they occur. With this object in view they recommend that a closer and more detailed investigation should be made into the circumstances of accidents than has hitherto been possible, and hope that the detailed examination now in progress of the features of all main thoroughfares from the point of view of accident causation will lead to an amelioration of present conditions.

Street Accidents to Children.

The Committee have also presented to the Minister of Transport a separate report on "Street Accidents to Children in Greater London." This report is also now on sale, and copies can be purchased from H.M. Stationery Office or through any bookseller, price 1/- net.

This report is based on detailed information relating to the street accidents causing the deaths of children in Greater London during the four years 1925 to 1928, and contains tables showing the time of year, time of day, district, age and sex of victim, type of vehicle concerned, and the circumstances in which the fatalities occurred.

Information is also given respecting the arrangements made for imparting instruction to school children upon traffic dangers, the extent to which children are protected against traffic dangers on their way to and from school, the arrangements made for the use of school playgrounds for recreation after school hours, and the provision made for playing spaces in the town planning schemes and the lay-out of housing estates.

The Committee consider that although accidents to children have not increased in the same measure as accidents to adults, increased efforts should be made to deal with those aspects of the street accident problem primarily affecting children. With this end in view they urge that the utmost publicity should be given to the records of accidents, and that parents and guardians should be warned of the greater liability to accident, as disclosed by the investigations made, of children between the ages of 4 and 9, and of the very real peril run by juvenile cyclists using public thoroughfares. The Committee urge that education and other local authorities should assist, so far as they are able, any movement to organise games for children in school premises after school hours. The Report also suggests that local authorities should endeavour to provide playgrounds for children conforming in number, size and distribution to the latest standards recommended by town planning experts.

London Omnibus Proprietors Meet the Minister of Transport.—A deputation from the Association of London Omnibus Proprietors waited upon the Minister of Transport last month and laid before him certain aspects of the omnibus position in London as affecting their members. The Minister promised to give the points raised consideration.

Municipal C.O.D. Parcels Delivery.—At the Tramways Committee of the Leeds Corporation, a letter was received from C. & A. Modes, Ltd., inquiring if the Committee was prepared to enter into an arrangement for the delivery of their parcels on the C.O.D. system on payment to the Committee of a commission in respect of the cash collected. The Committee authorised the general manager to make an arrangement with the Company for an experimental period.

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Pioneer Commercial Motor Manufacturers.

THE ALBION MOTOR CAR CO., LTD.,
Scotstoun, Glasgow.

Founded as a private company in 1899 by two Glasgow engineers, the late Dr. (then Mr.) T. Blackwood Murray

A VERY EARLY ALBION VAN.

and Mr. N. O. Fulton, the Albion Motor Car Company has developed during the past thirty years from a small engineering shop in Finnieston Street, Glasgow, to a large limited company, the head office and works of which cover about ten acres at Scotstoun, near Glasgow, with over two thousand employees, while service depots and offices are established in London, Leeds, Manchester, Sheffield, Birmingham and Bristol.

The first Albion vehicle, an 8 h.p. car with a two cylinder horizontally opposed engine, was well in advance of its time, being equipped with magneto ignition. An Albion of this type was awarded a silver medal in the 500 mile reliability trial organised by the Automobile Club of Great Britain and Ireland in 1901 (now the R.A.C.). In 1902 Mr. John F. Henderson, B.Sc., joined the Albion Company, which was converted into a private limited liability company, and the following year the factory was moved to new works on the present site, and a new model with a 2 cylinder vertical engine and low tension ignition was put on the market. The manufacture of this model was continued with minor modifications up to the beginning of the war, and many examples are still on the road giving good service.

From the outset the Albion Company designed their vehicles to run on solid tyres, and the sturdy construction necessitated by this practice was largely at the back of the dependable service which these old machines provided. Further awards in open trials confirmed the Albion's reputation for reliability and aided the steady development of both the passenger and commercial vehicle sales. In 1907 Mr. H. E. Fulton joined the board to develop the commercial side of the business, and the company thereafter gradually transferred more and more of its attention to the production of commercial vehicles, till shortly before the war the manufacture of pleasure cars was entirely stopped, the firm concentrating on motor lorries, vans and buses.

The first Albion service depot was opened in London in 1910, in which year also the famous 4 cylinder 32 h.p. chassis was produced. The manufacture of this model was continued for no less than 16 years with great success.

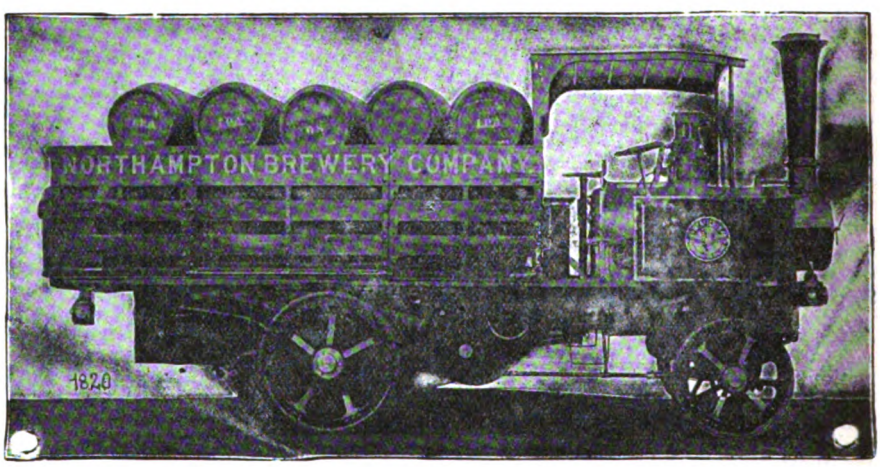
During the war the company supplied six thousand machines to the War Office, the whole of the works being engaged in the manufacture of vehicles and munitions for War Office requirements. After the war the steady development of the company was continued, and new models, embodying the Albion Company's experience, have replaced the older types. A considerable percentage of the Albion production has always gone overseas, and in 1921 the Albion Motor Car Co. (Australasia), Ltd., was formed to develop Albion business in the Antipodes. To-day there are more than thirty overseas governments and a correspondingly large number of private users, who employ Albion vehicles for their transport purposes.

Steady progress has been made throughout the career of the Albion Company, both as regards goods vehicles, buses and coaches, the Albion "Viking" coach being the fore-runner of the modern type of single-step touring coach. The company has pursued a steady policy of producing only the highest grade of machine, ever keeping a keen eye on the interests of users in the matter of running and upkeep costs.

To-day the Albion Company, as befits a pioneer firm, are in the fore-front of the commercial and passenger vehicle industry, the large numbers of repeat orders which they receive from old users being eloquent testimony that the reputation of their vehicles for reliability and low running costs is well maintained. Their range of vehicles to-day is a more extensive one covering goods vehicles from 30 cwt. to 5 ton loads, and buses and coaches of both 4 and 6 cylinder types with seating capacity of 26 to 32 passengers.

WILLIAM ALLCHIN, LTD.,
Globe Works, Northampton.

This old established firm were for many years mainly concerned in the production of traction engines but with the advent of the steam wagon the demand for the traction engine began to fall off rapidly. The demand for the steam wagon grew rapidly and engineering firms with experience in road transport took up their manufacture. Thus it was that the steam wagon eventually became the main production of the Allchin works. The vehicle illustrated was made in 1904 and was supplied to a local brewery. Its crude appearance as compared to the modern steam wagon is of much interest. The Allchin wagon of to-day is well known to haulage contractors as being a thoroughly dependable vehicle.



A 1904 ALLCHIN STEAM WAGON SUPPLIED TO A LOCAL BREWERY.

COMMER CARS, LTD.,
Luton.

It is now some 24 years since the company, now known as Commer Cars, Ltd., was first founded.

In 1905 a group of pioneers interested themselves in a series of experiments then being made with the Linley gear box, and after exhaustive tests with this component (which gave satisfactory evidence of its capabilities both

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as a mechanical and a financial proposition) a small syndicate was formed and a factory opened in Clapham Road, London, where the first Commer industrial vehicle—a machine to carry 4-ton loads—was built.

In 1906 a plot of land was acquired on the outskirts of Luton, and on this site a small works was erected, and this formed the genesis of the modern extensive range of buildings which now constitute a conspicuous landmark to travellers on the main-line railway from St. Pancras.

The firm were unsparing in their efforts to prove that the motor vehicle was a sound proposition for the transport of goods and passengers and Commercial Cars, Ltd. (as the concern was then known) played a prominent part in meeting the requirements of the earliest users of road motors.

After developing their home markets the company conceived a bold and vigorous policy with the idea of introducing their range of products into overseas countries, and their enterprise was rewarded by the receipt of orders from all parts of the world. In addition to vehicles of conventional design, many machines built to meet special requirements were exported.

Amongst the orders to be seen in the books of this period was one for lorries fitted with straked wheels, which were sent to Patagonia. Engines equipped with power-hauling gear were despatched to New Zealand; vehicles running on steel tyres and provided with hauling drums had as their destination Siberia; char-a-bancs—somewhat different from the modern conceptions of these passenger vehicles—were shipped to the Canary Islands; whilst chassis specially designed to conform with the regulations governing mechanical traction in Ceylon and other Colonies were also constructed in the Company's works at Luton.

At the outbreak of the war the area of the Luton factory had been doubled, and its productive capacity correspondingly enlarged.

In the meantime Commer vehicles, in all forms of service, had substantiated the claims made by the makers for their products, amongst which was excellence of design allied with high-grade workmanship, and a wise choice of materials.

A four-ton Commer lorry of the R.C. type, built in

A 3/4-TON COMMER VAN—BUILT IN 1906.

1907, participated in the 1,000 mile trials organised by the Royal Automobile Club, with a view to ascertaining the durability and reliability of existing commercial vehicles. This machine completed trials without an involuntary stop, and was awarded a Silver Medal for its meritorious performance. Later in the year this vehicle was purchased by Lipton, Ltd., the well-known provision merchants, was used by them for many years, and has been credited with an enormous mileage.

With one exception all types of Commer vehicles from the commencement had been built for chain-drive transmission and equipped with the Linley semi-automatic gear box, operated by a horizontal lever located under the steering wheel. In 1914, however, the Company introduced additional worm-driven models in the design of which the Thomas gear box was incorporated.

When War was declared in August, 1914, the Company received instructions to standardise upon one type, the choice of the authorities falling upon the 4-ton chain driven R.C. lorry, for standardisation purposes.

The resources of the Company's works were concentrated upon the manufacture of this type until the cessation of hostilities, some thousands being supplied for various army purposes.

Then came the Armistice, and the Company was faced with the very difficult problem of re-creating a commercial business which had entirely disappeared. A very comprehensive range of models, comprising vehicles from 2 to 10 tons carrying capacity, or providing accommodation for from 16 to 46 passengers, was gradually evolved.

At first the heavier models employed final chain transmission, the Company having always been exponents of this form of final drive. But conforming to the march of progress, it was gradually given up in favour of worm drive. A particularly interesting and successful 3-tonner, employing head worm drive was the 3 P.G. model introduced towards the end of 1924.

The month of October of 1925 marked the beginning of a new epoch in the firm's development, when negotiations were concluded for the sale of the business to the old established motor manufacturing concern, Humber, Ltd., of Coventry. The economies resulting from an amalgamation of this sort and the pooling to a certain extent of the brains and resources of two such companies were reflected almost immediately in price reductions affecting the whole range of Commer products.

It is interesting to note that the Widnes Corporation had a fleet of covered top double-decked buses in 1909, mounted on Commer chassis. These were, we believe, the earliest covered top double-deckers in Great Britain.

At the Olympia Show in 1927 the Company came out with a complete range of new models, including a 30 cwt. chassis and a 2½-tonner, and the N4. and F4. low loading passenger chassis, all employing the new Commer high-efficiency engine which had been brought out to meet the demand for an engine giving a greater power output without increased weight.

To this range was added in 1928 a new 4-tonner, called the 4GN (normal drive) and the 4GF (forward drive).

In the passenger class there have been added more lately the 5P 20-seater chassis, and the 4PN and 4PF passenger chassis, intended to carry bodies capable of seating 26 and 32 passengers respectively.

Considerable attention is devoted to the question of overhauling users' machines, and the Company undertakes either complete or partial overhauls, both to chassis and bodies. In the case of a complete overhaul, a vehicle is entirely stripped, and the owner invited to send a representative to the works. This representative examines every part in conjunction with the Commer experts, and it is decided on the spot as to the replacements which must be made. An estimate of the entire cost of the job is then supplied within 24 hours of this meeting. Every unit goes into its correct department, and the engine, on completion, passes through the test shop, just as if it were new; in fact the overhauled chassis may, as a whole, be considered very nearly as good as when first produced.

Several new models will figure in the 1930 programme and will attract much attention at the forthcoming Commercial Show at Olympia in November. A new 2-ton chassis for freight haulage, equipped with a super-efficient six-cylinder engine will figure prominently in the programme.

On the goods side there will also be new 4, 5 and 6-ton chassis; in each one the power unit will be six cylinders.

For coach and bus work a chassis for 20/24 passengers, and one having capacity for thirty-two seats, both featuring six-cylinder engines, will be included.

DENNIS BROS. LTD.,

Guildford.

It was in the year 1895 that Messrs. John and Raymond Dennis founded the firm of Dennis Bros., which is now, without doubt, one of the most successful in the industry, and it is indeed one of the most outstanding examples of success in the history of the motor trade, as its growth has been continuous. The firm was formed into a private limited liability company in 1901 with a capital of £30,000, in 1906 the capital was increased to £100,000 which was subscribed by the existing share-holders at the time, so satisfied were they with the conduct and progress of the business. In 1913 the business was turned into a public company with a capital of £300,000 which was increased to double that sum six years later. In 1919 the firm acquired the whole of the shares in White and Poppe, Ltd., the well-known engine manufacturers. In 1906, whilst the firm had never paid less

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than 12½ per cent. dividend a dividend of 20 per cent. was declared in addition to which a considerable distribution of shares was made to the shareholders. The firm was not at first interested in the manufacture of commercial vehicles having commenced with push bicycles and subsequently motor-cycles followed by motor cars. In 1903 a 16 h.p. Dennis car secured 2,991 marks in a 1,000 mile trial organised by the Automobile Club, other successes followed. Dennis Bros., had realised the great possibilities of the commercial vehicle business and the first of this class they manufactured was a 15-cwt. model followed by 30-cwt., 2-ton, 3-ton and 5-ton models. The firm have been pioneers in many directions, the most notable innovation being the famous worm driven back axle, this being patented in 1904. As our readers are fully aware this form of drive is in almost universal use at the present time. The first worm driven motor omnibus placed in service in London was a Dennis, which was supplied to the London and Suburban Omnibus Company in 1904. In 1913 they produced their first War Office subsidy model which had a capacity of 3½ to

ONE OF THE FIRST LONDON MOTOR OMNIBUSES BUILT BY DENNIS BROS., LTD.

4 tons. 7,000 of this type of vehicle were supplied to the War Office during the war. The firm were also

A 15-CWT. DENNIS VAN SUPPLIED TO HARRODS, LTD., IN 1904.

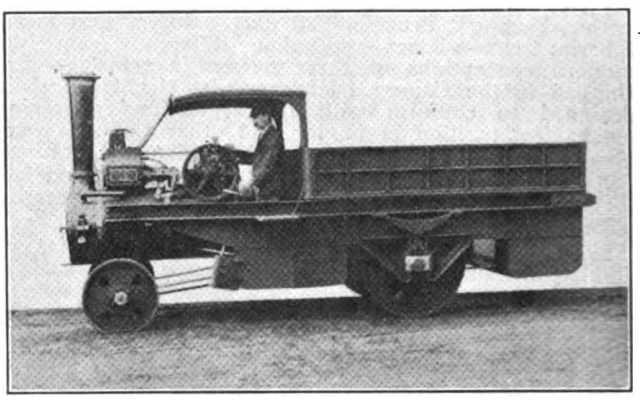
the first successfully to apply the turbine pump to motor fire engines, a branch of their business which they have as successfully developed as other branches. The war being over the Company were more alert than their contemporaries in the manner in which they tackled the peace time conditions. In this connection Sir Raymond Dennis completed a world tour in 1920-1921 to investigate transport conditions in all parts of the world. As a result of this tour a 2/2½-ton model was produced which was an immediate success both at home and abroad.

With regard to public service vehicles the firm are manufacturing practically every type required both for such purposes as street watering, gully emptiers, street washing machines, cesspool emptiers, as well as passenger vehicles. With regard to passenger vehicles it is interesting to note that not only was a Dennis the first worm driven chassis to be placed on the London streets, but also the first pneumatic tyred bus to be passed for service in London was a Dennis, this being in the year 1925, and also the first four-wheel brake bus to be passed by the metropolitan police was a Dennis. The present Dennis works, at Woodbridge, near Guildford, occupy 40 acres. The Guildford and Coventry workshops together cover an area of 24 acres. Undoubtedly, the present remarkably successful position held by Dennis Bros., Ltd., is due to the scientific application of organisation and the equally high quality of the products of the firm.

FODENS, LIMITED,

Elworth Works, Sandbach.

Fodens, Ltd., is one of the oldest pioneer Companies in the steam wagon industry, as far back as 1882 the



EARLIEST TYPE FODEN STEAM WAGON, BUILT ABOUT 1896.

late Mr. Edwin Foden (the founder of the Company) was making traction engines of a very successful type, so successful was this machine that ere long the mind of the designer was busily engaged on the production of a steam wagon. Several years of patient experimental work on a number of types ultimately led to the decision of the best type to be adopted. Thus, in 1901, one of the Foden steam wagons was entered for the War Office Trials, which took place at Aldershot and resulted in an award of £250 prize to the Foden wagon. This important success brought Mr. Foden congratulations from far and near and caused a great amount of interest to be taken in future development of this product. From this point the Foden steam wagon was an established fact, and at present hundreds of skilled men are engaged in turning out this entirely British Product and distributing it not only in this country but to many parts of the world.

The early work of the late Mr. Edwin Foden was concentrated on portable and fixed steam engines, agricultural machinery, and threshing machines. On the side of steam engineering the firm produced an improved horizontal fixed steam engine and later a vertical steam engine and boiler combined, which on account of the smaller space required was eminently adapted for warehouses and printing offices where space was valuable.

For all the operations of the farm in which mechanical power was adapted they produced a portable steam engine mounted on either wood or iron travelling wheels according to the desire of their customers. In all these devices for employing the latest power of fuel the firm prided

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themselves on the economy which they achieved with these engines in the matter of fuel consumption.

In the light of even modern results there appears to have been justification for what may be called pardonable pride. It can now be seen how the attention of Mr. Foden became attracted to the problem of the steam wagon and the sequence of events which led to the remarkable success attained both by him and his successors. The story is one of considerable interest, involving as it does the record of the development of the industry from what was practically a pioneer vehicle to the large industry which is established to-day and is of world-wide fame. From a very early catalogue issued by the firm of Hancock & Foden it is interesting to note that there was oneness of aim with these pioneers in engineering, for in the introductory remarks we read that "To obtain the highest amount of power with the smallest quantity of fuel is the most important point aimed at in the manufacture of their portable and fixed steam engines, and it will be found in practice that the engines are both thoroughly efficient in working power and economical in the consumption of fuel."

WILLIAM FOSTER & CO., LTD.,

Wellington Foundry, Lincoln.

The firm, William Foster & Co., Ltd., was established in 1856. Being amongst the oldest manufacturers of traction engines and road locomotives, with the passing of the Light Locomotives Act they at once began to manufacture a light tractor. The first "Wellington" tractor was made by them in 1904. The permissible weight at this time was 4-tons and the engine had a single cylinder. Within a few months the regulation with regard to weight was altered to 5-tons, and the 5-ton compound tractor was put on the market. The present "Wellington" steam tractor, naturally, is a great improvement on the original design as it embodies all the latest and best principles known to traction engine builders and, owing to the firm's very wide experience in this important branch of their business, purchasers are assured of obtaining a thoroughly reliable machine.

JOHN FOWLER & CO. (LEEDS), LTD.,

Leeds.

The name of John Fowler & Co. (Leeds), Ltd., has been closely associated for over half-a-century with the development of steam ploughing tackle. They were indeed the pioneers of mechanical cultivation. The late Mr. John Fowler, the founder of the firm, invented and built the first practical steam ploughing equipment which was exhibited at work at the Royal Agricultural Society's Show at Exeter in 1850. In 1856 the Fowler ploughing tackle was awarded the Gold Medal of the French Agricultural Exhibition and this was followed by similar awards at the Royal and Highland Society's Shows. In 1860 Mr. John Fowler established the present Leeds Works, at Hunslet, which now covers an area of 15 acres.

It is interesting to note that in 1875 steel plates were introduced in the boilers, and compound engines were introduced together with a special method of completely steam jacketed cylinders, and these improvements are still adapted in the present day products. The products of the firm so far consisted of the following steam tackles:—Ploughing tackles, traction engines, road rollers, railway locomotives, winding engines, stationary engines and tram cars.

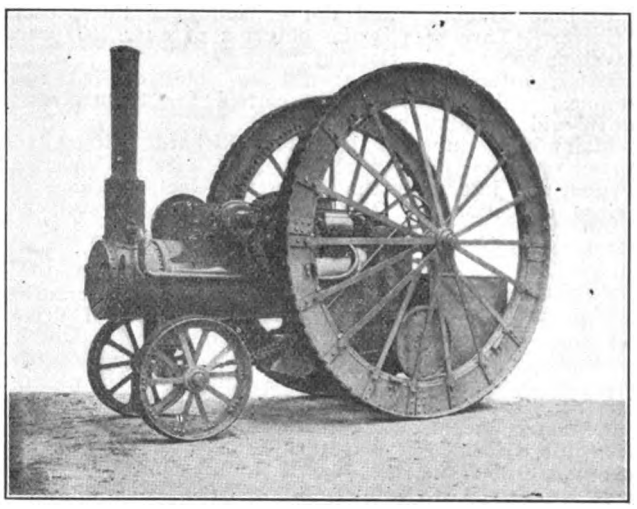
In 1881 a boring machine was built for the Channel Tunnel and worked with entire satisfaction until the Government stopped the operations.

In 1900 the works were rebuilt and new machinery installed in order to keep abreast of the progress that had been made in the science of engineering.

In 1904 internal combustion engines were introduced as power units for cable ploughing tackles, road rollers, standard gauge rail locomotives and light railway locomotives, and since then experiments have been made with the diesel type of engine. Experiments have proved so satisfactory that they are fitted as the power units to the Fowler products mentioned.

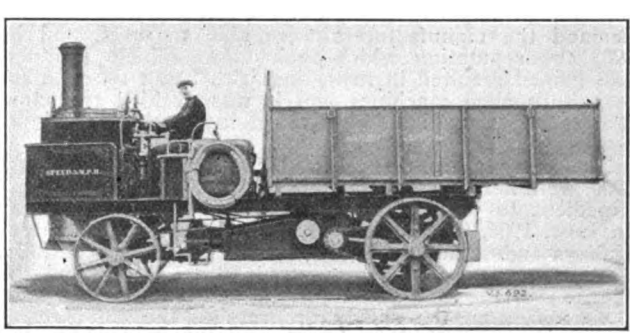
In 1923 builders and contractors plant was added to the products of the firm including concrete mixers of all sizes and types, winches and elevators, for which the demand has increased to such an extent that special shops have had to be built for their manufacture.

Steam wagons were first produced in 1923 and were shown for the first time at the Royal Agricultural Show, Leicester, 1924. The design embodied motor car practice with all working parts totally enclosed. Upon this steam wagon chassis there was later mounted a street gully emptier which is now an exceedingly popular vehicle amongst municipalities. This was followed by street washing and watering equipment, sewer flushing apparatus, incorporated in the design; and street cleansing



AN EARLY TYPE FOWLER TRACTION ENGINE WITH 12-FEET HIND WHEELS.

machines have now been produced for the sole purpose of street washing, watering, channel damping and sewer flushing. The petrol vehicle has also been included in the Fowler products, and petrol driven street gully emptiers, street cleansing machines and cesspool emptiers can now be supplied where required. Fowler specialities also include the Fowler road locomotive and special trailer wagons fitted with rubber tyres for the transport of loads from 10-tons to 100-tons. Another Fowler product is the Fowler-Wood complete roadmaking plant, using the Fowler penetration method. The plant consists of a steam road roller with tank attached for heated tar, bitumen and binding compounds which are kept hot by means of a steam coil. A pump and spraying nozzles complete the outfit to which is attached a gritter for the distribution of grit and chippings on the sprayed road. Fowler products are world wide famed, and at the present time 60 per cent. of the orders are from abroad in spite of keen competition from other countries. The works at the present time are capable of employing 2,000 men and the machinery throughout is driven by electricity obtained from the Leeds Corporation.



A 1904 GARRETT UNDERTYPE STEAM WAGON.

RICHARD GARRETT & SONS, LTD.,

Leiston Works, Leiston, Suffolk.

The history of Richard Garrett & Sons, Ltd., of Leiston Works, Leiston, Suffolk, provides a typical example of the progress of industry, this firm being one of the oldest engineering concerns in the country.

It was founded in 1778 by Richard Garrett, the great-great-grandfather of present directors. The firm at that time were the leading makers of the only agricultural

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tools then used, viz., sickles and scythes. Subsequently these were followed by other agricultural implements, such as turnip cutters, chaff cutters, iron ploughs and harrows, and these implements earned world-wide reputation and built up for the firm an extensive Home, Foreign and Colonial connection.

In 1806, that Richard Garrett designed the first power Threshing Machine, and the efficiency of the present "Garrett" Threshers is the outcome of over 100 years' development of this class of machine.

Later, attention was turned to self-propelled road engines, which have equally earned for themselves a world-wide reputation.

Maintaining inherent initiative, Richard Garrett and Sons, Ltd. developed in 1904 the "Garrett" undertype wagon, and later still, the "Garrett" electric vehicle for refuse collection and the "Garrett" trolley bus.

HALLEY MOTORS, LIMITED,

Yoker, Glasgow.

As is well known, the company's present manfuacturing programme comprises a wide range of petrol driven machines, upon the production of which their activities are specifically concentrated. It may therefore surprise many to learn that the original syndicate, which was the fore-runner of the present company, was constituted to manufacture steam vehicles. In 1901 the late Mr. George H. Halley formed a private syndicate and commenced manufacturing. In that year a 3-ton steam wagon and a steam driven touring car were listed. The industrial

A HALLEY PETROL LORRY DELIVERED IN 1907.

vehicle proved a successful proposition, so much so that in 1903 the capital of the original company, which traded under the title of the Glasgow Motor Lorry Co., Ltd., was increased and the construction of steam wagons embarked upon.

This necessitated the acquisition of larger premises in Crown Point Road, Glasgow. At this time it was found that the principal demand was for a 5-ton wagon. This demand the manufacturers were able to meet, and by 1905 the reputation which their steam-vehicle products had gained resulted in many inquiries being received for petrol-propelled machines and it was decided to manufacture an internal-combustion engined vehicle, and accordingly a design was evolved.

The early petrol models, which first appeared about 1906, were much in demand, and in due course it was found expedient to obtain larger works and increased capital. In June, 1906, therefore, a company bearing the name of Halleys Industrial Motors, Ltd., was floated successfully. A site for new works was acquired at Yoker, and the erection of the company's present premises commenced.

As indicating the steady progress of the company, it may be mentioned that the floor space occupied in 1912 was 11,060 sq. ft., in 1913 37,446 sq. ft. and in 1914 63,159 sq. ft., after which followed a period of inflated production brought about by the demands of the war, the space devoted to motor-vehicle production in the first post-war year being 70,117 sq. ft. The company's present site extends to 10 acres.

Up till the year 1907 practically the whole of the output of the company was disposed of in Scotland, particularly in the neighbourhood of Glasgow, but in that year they entered two vehicles in the Commercial Vehicle Trials held by the Royal Automobile Club, and the success of these vehicles resulted in an immediate accession of orders from all parts of Great Britain and abroad.

In 1907 a 20 h.p. chain-driven chassis with a capacity of 2 tons was brought out, and this included in its design a two-cylinder engine with a bore of 5 ins. and a stroke of 5½ ins. A 3-ton chassis and a 4-ton chassis were also introduced at this time.

In 1910 four new chassis were introduced, these being a 30-cwt. chassis, a 3-ton chassis, a 5-ton chassis and a 2-tonner, the last named superseding the original production with a similar capacity introduced three years earlier. Each of these chassis was chain-driven and embodied a four-cylinder engine. We then pass on to the year 1912, when a new 3-tonner was marketed, as well as a 60 h.p. 7-ton chassis with a six-cylinder engine, whilst the following year witnessed the birth of a new 5-ton chassis.

Up to this time the company had been worthy exponents of the chain-driven chassis, but from 1914 onwards they have devoted increasing attention to other forms of final drive. It was in 1914 that they marketed a 3-ton live-axle model with a four-cylinder engine with a bore of 4½ ins. and a stroke of 6 ins.

During the whole war period the factory was controlled by the Government, vehicles, shells, aeroplane, tank and vehicle components formed the main output.

At the conclusion of hostilities the factory production was changed over with all speed to the production of the first six-cylinder commercial vehicle listed as a standard machine in this country. This was a 3½-ton live-axle model, designs for which had been prepared during the war period, and a large output of vehicles was quickly achieved.

The entire factory resources were thus concentrated on a capacity of machine, the demand for which was ultimately overwhelmed by the sale of returned W.D. lorries. The company was thus affected to an even greater extent than other manufacturers by the severe post-war depression, and very heavy losses were incurred retarding, for a time, its further development. With a view to the provision of increased working capital, the company was successfully reconstructed in 1927, at which time the firm's name was shortened to its present form.

In 1927 a 2-ton model and a rigid six-wheel passenger model were introduced.

In 1928 there appeared an 8-ton rigid six-wheel goods chassis, a 4-ton 4-cylinder overtype chassis, a 3-ton chassis, and the well-known "Conqueror," and "Chieftain" bus chassis.

In the present year new 4-cylinder normal control 4-ton chassis and 5-ton normal and forward control chassis have been developed together with a special low loading municipal refuse collection vehicle.

During the past 3 years it will be seen that the entire Halley range has been re-designed.

The general policy of the company has always been to develop their products with exclusive regard to the requirements of goods and passenger transport, and their long experience of the problems associated with the production of such vehicle types is evident in the present machines marketed, which are characterised by clean and robust design and marked economy in service.

KARRIER MOTORS, LTD.,

Huddersfield.

At Huddersfield is one of the largest and best equipped works in England engaged in producing heavy motor vehicles well known the world over for their reliability, strength, and longevity. We refer to the organisation and development of Karrier Motors, Ltd., which commenced its activities over 20 years ago. Designed in 1907 by Mr. R. F. Clayton, the present Vice-Chairman and Joint Managing Director of Karrier Motors, Limited, the first Karrier vehicle—a 30 cwt. lorry, with 18 h.p. two cylinder engine—was built by Clayton & Co. (Huddersfield), Ltd., in the year 1908. Originally there was one small shop in Colne Road, Huddersfield, where component parts were machined and chassis assembled, and it is interesting to know that the total number of employees at that time was thirty-five. The first year marked the experimental stage, and the following year, 1909, saw the construction and delivery of fifteen vehicles, some of which are still in commission and giving excellent service. Following extensions and an increase of employees, deliveries in the third year increased to forty-six, which number included models of from 30 to 50 cwts. capacity. In 1913, a 3/4-ton lorry was designed to comply with the War Department subsidy specification, and along with a number of other leading maker's vehicles it took part in the trials held in October of that year by the War Office. Oil and petrol consumptions, accessibility, speed and hill climbing capabilities were special features of these trials, and as a result of the performance

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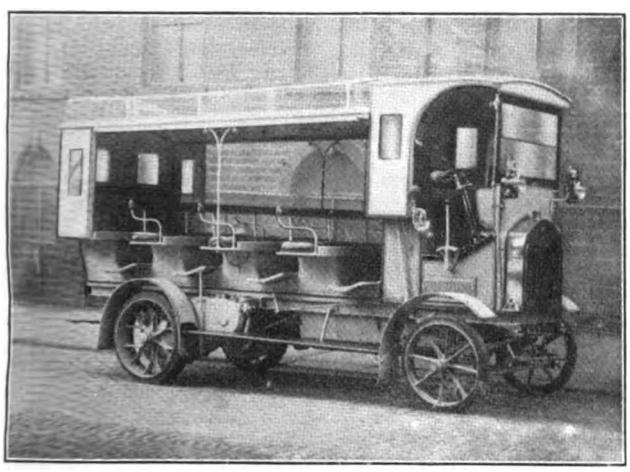
of the Karrier lorry, Clayton & Co. (Huddersfield), Ltd., were awarded a Subsidy Certificate.

A number of these subsidy lorries were ordered by the War Office, and by a fortunate coincidence were ready for delivery when the war commenced in August, 1914, so that the next four years saw very great activity on the part of the firm; upwards of two thousand 4-ton lorries being turned out for the Government during this period, in addition to a considerable number of components for Tanks.

Since the Armistice in November, 1918, developments have been rapid. The year 1920 saw the formation of Karrier Motors, Limited, which took over the business established by Clayton & Co. (Huddersfield), Ltd., together with works covering several acres in St. Thomas's Road, where at present upwards of 1,000 workpeople are employed.

With the passing years a gradual improvement of design has taken place, until to-day a range of goods models for loads of 40 cwts. to 12 tons is manufactured, along with passenger models seating from 20 to 72, and they are being operated by leading concerns the world over with great success.

Special municipal-purpose models also occupy an important place in the Karrier programme, and apart from the renowned Karrier "RSC" model which has been instrumental in effecting great economies in street cleansing, the experience gained in the production of this



KARRIER OPEN-SIDED 20-SEATER BUS BUILT IN 1908.

combined sprinkling, sweeping and collecting machine, has led to the introduction, quite recently of an equally effective machine for the collection of house refuse. This new product—known as the Karrier Dustless Refuse Collector—embodies all the essential qualities which officials in the public cleansing world consider necessary in order to effect hygienic and not too costly collection.

The firm were the British pioneers of the rigid-frame six-wheeler which is acknowledged as the most advanced type of vehicle on the road for either goods or passenger transportation, and apart from the fact that 19 leading municipalities now operate Karrier passenger vehicles of this class with every success, the remarkable ability of the goods model six-wheeler in traversing rough and broken country quickly and without detriment to its own mechanism, has resulted in the acquisition of machines of this description in large numbers by governments and private users both abroad and in distant parts of the Empire.

It should be noted, incidentally, that two standard machines of the Karrier "WO6" type—medium capacity six-wheelers—have the distinction of being the first goods-carrying vehicles to encircle the vast continent of Australia—a distance of approximately 11,000 miles. During this arduous journey through undeveloped, wild and trackless country, hundreds of miles of sandy and "gibber" plain had to be crossed, whilst mountain ranges and endless miles of roadless country never previously attempted by heavy vehicles also had to be traversed, but it is noteworthy that the vehicles—pushing along at an average rate of 500 miles a week for 22 consecutive weeks—ran to schedule throughout!

As business expanded, the needs of sales and service depots in countries overseas was met by the establishment of agencies in Australia, New Zealand, South Africa, India, South America, Greece, Finland and Czecho-Slovakia, and they have undoubtedly proved of great assistance in building up the business to the position it now holds among British commercial motor vehicle manufacturers.

Karrier Works—the home of Karrier Motors, Limited, Huddersfield—are conveniently situated not far from the centre of the town. They have recently been considerably enlarged, and the various shops—of modern construction, well lighted and ventilated on the most up-to-date principles—are systematically arranged with a view to economic production.

The whole of the various castings, stampings, pressings, etc., are rigidly inspected previous to being passed into the rough stores, from where they are passed along as required to the assembly shop, and thence as complete units to the erecting shop, where the building up of the various types of chassis is proceeded with in one direction commencing with the frame. Overhead travelling cranes run around the shop and assist in the placing into position of the heavier units. Engines, of course, are assembled in a separate department, each undergoing a prolonged "brake-horse-power" test—Heenan and Froude dynamometers being employed—previous to being placed in a chassis.

Complete machines are passed over to the road test department, who thoroughly test out each and every chassis—with loads in excess of those which they will normally have to carry—over a 70 to 100 mile route which includes some of the steepest gradients and most trying surfaces that can be found anywhere in the country.

The works are heated by a low-pressure system throughout, and a very fully equipped and beautifully kept first aid room is installed, with a competent man in charge. A capacious canteen is fitted up and controlled by the firm for the welfare of the inner man. Mention should also be made of a most important section of the works, the service department, where complete overhauls of an exacting nature can be tackled. This department has its own machine shops and its stores carry spares in stock covering the whole of the various Karrier models produced since 1908.

LEYLAND MOTORS, LTD.,

Leyland, Lancs.

This firm, formerly the Lancashire Steam Motor Company, has been engaged in the manufacture of commercial vehicles since 1896. To-day the company's employees number upwards of 5,000, its Lancashire properties alone extend to over 160 acres, whilst in addition to its main works at Leyland, Lancashire, it has branch works at Chorley and Kingston-on-Thames, and possesses its own steel and non-ferrous foundries. It has depots in the larger towns throughout the United Kingdom, direct branches in Australia, Canada, India, New Zealand, South Africa and the Far East, and agents in other parts of the world. Though for many years the company has built both petrol and steam-driven vehicles and has in the past produced one of the finest racing cars, its products are now limited to petrol-driven commercial vehicles of all types which include buses and coaches, goods vehicles, fire engines and other specialised vehicles for municipal work.

As early as 1885 experiments for utilising steam power for driving road wagons were being carried out with no little success in a blacksmith's shop at Leyland, but it was not until the passing of the Locomotives on Highways Act in 1896 that these experiments materialised by a company styled The Lancashire Steam Motor Company, which was formed in that year. Its first steam wagon was produced in 1897 and it secured the first prize at the trials organised by the Royal Agricultural Society in 1897. The company repeated its success in the following year as well as obtaining another £100 prize at trials held by the Liverpool Self-propelled Traffic Association in 1898. An increased demand following these successes resulted in the purchase of land, and building commenced on the present site in 1918. The possibilities of the petrol wagon were not overlooked, and in 1904 an experimental machine came out of the works at the close of that year. It had a carrying capacity of 30 cwt. Further experiments were carried out and larger models fitted with 24 h.p. engines with 3, 4 and 5-ton capacities for goods or omnibus work followed. The first petrol-driven omnibus sold by the company was delivered to the London and Suburban Omnibus Company in the summer of 1905. The business of the company developed rapidly and in 1910 more land was purchased in Leyland and in the same year a service depot was opened in London to operate a mail van service under a Government contract and to give service to customers in the south. In the

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same year the company began to manufacture fire engines. In 1912 the War Office Subsidy Trials were held and two Leyland vehicles were awarded the certificate of success. The Leyland was therefore the first vehicle to be subsidised, a fact which led to some 6,000 Leyland vehicles being used during the war, during which period the whole of the Leyland output was at the disposal of the Government. Some time subsequent to the war the company designed and produced the Leyland "Lion." This was the first breakaway from the practice of adapting goods vehicles for passenger work. It was a low-loading single-deck bus with a body which formed the basis of many future competitive designs. Not the least important of the Leyland organisation is its service. The headquarters of this comprehensive organisation is, for convenience, located at the main works where it has its own transport, despatch department and separate stores. In these stores stocks of spares to the value of £50,000 are available day and night. The company has constantly pursued the policy of direct representation both at home and abroad. The present range of models includes 2½ and 3½-ton light goods models and in the heavy goods range 4 to 7-tons. Of rigid six-wheelers it builds two types, the "Terrier" and the "Hippo." The "Terrier" is built in two models, each being designed to carry 3 to 4-tons across country. The "Hippo" is for heavy loads up to 11 tons. Of passenger vehicles Leylands produce three special chassis, known as the "Lion," "Tiger" and "Titan." The "Lion" and "Tiger" have 4 and 6 cylinder engines respectively and are intended for single-decked coaches. There is also the "Lioness-Six" which, like the "Tiger," is suitable for long distance coach work. The "Titan" chassis is for double-deck bus bodies. The Leyland Company supplies bodies suitable for every conceivable purpose.

THE FIRST PETROL-DRIVEN LEYLAND LORRY BUILT IN 1904.

AN EARLY LEYLAND PASSENGER VEHICLE.

MAUDSLAY MOTOR CO., LTD.

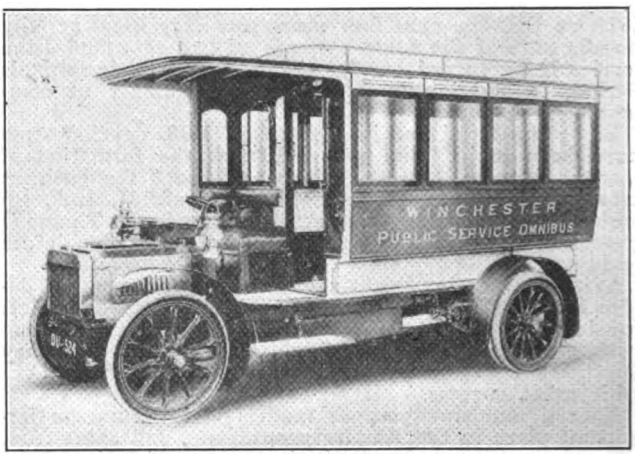
Parkside, Coventry.

For just upon 27 years, the activities of the Maudslay Motor Company, Limited, have been in a great measure concentrated upon the manufacture of large capacity passenger and goods carrying vehicles, and so far back as 1902, a convertible "Waggonette-Omnibus" was exhibited by them at the Royal Agricultural Hall, London.

Designed and constructed upon sound engineering principles, the Maudslay vehicles have always ranked amongst the very best of British products. In them are embodied the salient features necessary to promote economical running and accessibility. The firm have been pioneers in various types of design which are to-day more or less universal. For instance, motor engines having all valves overhead were first manufactured in this country by the Maudslay firm, their 1902 exhibit above referred to being so built.

The Company's system of forced lubrication of the i.c. engine, adopted by all leading makers now, was pioneered by them on their first models.

It is also worthy of note that in 1907, following a 22 days' strenuous trial, a Maudslay 3-ton lorry gained the War Office Diploma and also the Gold Medal offered by the Royal Automobile Club, for excellent performance and outstanding accessibility. The Company was also amongst the first in England to introduce the now exceedingly popular "low level safety" passenger coaches and omnibuses, the standardising of brakes on all four road wheels and the fitting of pneumatic tyres. For some considerable time, Maudslay low level double-deckers, with covered in top, have formed part of the Coventry Corporation fleet of omnibuses. The Maudslay Motor Company have two factories, one at Parkside,



20-H.P. MAUDSLAY 14-SEATER BUS BUILT IN 1905.

Coventry, and one at Maudslay Road off the Allesley Old Road, the latter being built to meet the constantly increasing demand for its vehicles, and from this excellently equipped and situated works, emanate the Maudslay luxurious safety coaches in service up and down the country.

The range of Maudslay vehicles now being manufactured are as follows:—Goods carrying vehicles—a 10-ton rigid six-wheeler and four wheel vehicles of the following capacities:—7/8 tons, 6 tons, 5 tons, 4 tons and 3 tons. Passenger vehicles—a 26/30-seater, normal steering, a 32/38-seater, forward steering, a 26/30-seater normal steering and a 30/36-seater forward steering.

RANSOMES, SIMS & JEFFERIES, LTD.,

Orwell Works, Ipswich.

The history of these works dates back to 1789 when Robert Ransome started his foundry in Ipswich. His first business was that of an ironmonger in Norwich with a small brass foundry to which was afterwards added an iron foundry and the manufacture of ploughs. In 1789 he removed to Ipswich, and in 1806 brought out the well-known chilled plough-share, which laid the foundation for the future greatness of the firm. The first steam plough was manufactured in 1856 for Mr. John Fowler at their works. Ransomes were among the earliest pioneers in the introduction of threshing machines worked by steam, and steam engines of the portable class. At Bristol, in 1842, they showed a self-moving engine capable of travelling at the rate of 4 or 5 miles an hour, whilst in 1871 four road steamers were built for passenger service for the Indian Government, the then Lt. Crompton (now Col. Crompton, R.E., C.B.), being associated with their manufacture on behalf of the Government. The business was turned into a limited company in 1884. The works now extend over 30 acres and are capable of employing 3,000 men. When war broke out the Orwell Works were as far removed from the production of war-

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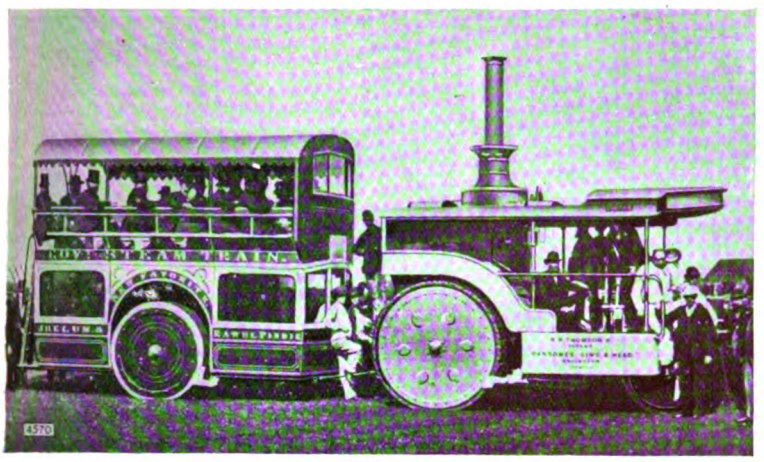
like implements as any works in the country, but by the time the war had reached its intensity they were fully organised and the majority of the 5,000 men and girls employed were on war work.

Since the war the aircraft factory has been adapted to the manufacture of electrical specialities including electric road vehicles and industrial trucks, of which



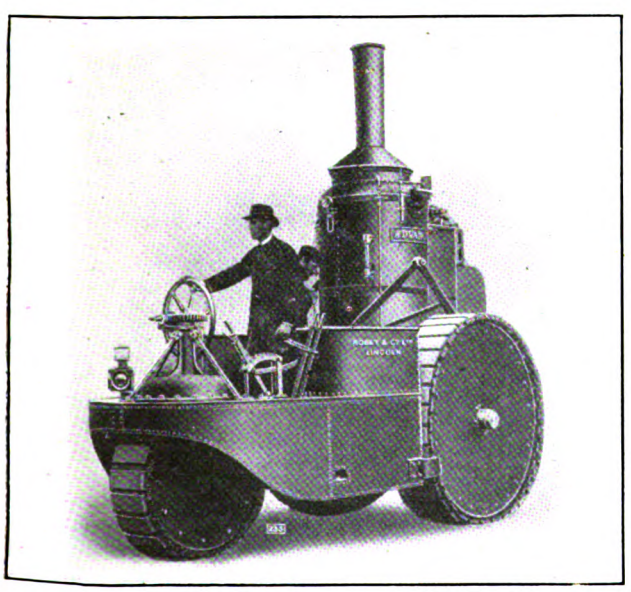
RANSOME ROAD STEAMER BUILT IN 1871 FOR THE INDIAN GOVERNMENT.

Ransomes were the first British makers, electric motors and dynamos, electric runabout cranes, bodywork of all kinds for omnibuses, etc., and electric trolley buses.

ROBEY & CO., LTD.,
Globe Works, Lincoln.

The firm of Robey & Co., Ltd., Lincoln, was founded as long ago as 1852, and their Globe Works cover an area of about 20 acres.

Originally, portable engines, traction engines and threshers were made by them, so that, from the very commencement, they have been associated with all kinds of self-moving engines.



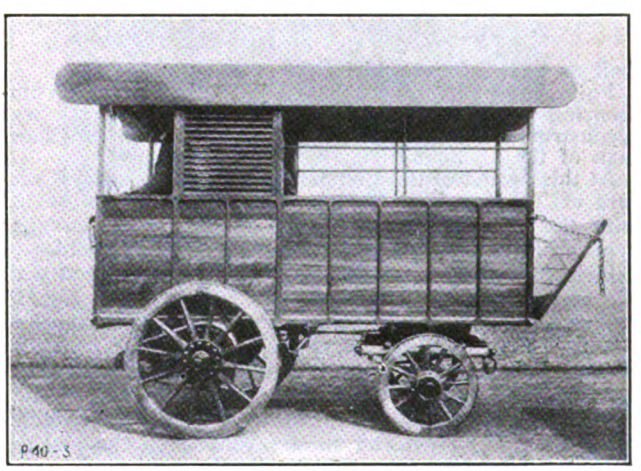
A ROBEY STEAM ROAD VEHICLE BUILT IN 1870.

They have supplied upwards of 45,000 engines of various types and sizes to all parts of the world; a large proportion being for road haulage, and these machines have built up for them the world-wide reputation that they now enjoy.

It is indeed a far cry from the old steam road vehicle of 1870, shown in the photograph, to the up-to-date "Robey" steam wagon and "Express" rubber tyred tractor with three speed gear, etc., both of which vehicles can travel with their full loads at speeds far in excess of the legal maximum, and all the practical experience gained over the period of years is embodied in the present models, which may rightly be described as second to none.

JOHN I. THORNYCROFT & CO., LTD.,
Thornycroft House, Smith Square, London, S.W.1.

The firm was founded in 1864 by Mr. J. I. Thornycroft, and the success of the firm's activities is said to be dated from 1871, when the steam launch "Miranda" achieved a speed of 18 knots per hour—an unprecedented speed at that time. Then followed the construction of H.M.S. "Lightning" in 1876. The firm's experience in the production of light and efficient steam engines led them to undertake the manufacture of steam wagons, the first works being established at Chiswick, but shortly afterwards, in 1908, new works were erected at Basingstoke. A separate company was formed known as the Thornycroft Steam Wagon Co., Ltd. In 1901 the original firm was formed into a limited liability company under the title of John I. Thornycroft & Co., Ltd., and three years later it absorbed the Thornycroft Steam Wagon Company. The first Thornycroft steam wagon was built in 1895 to carry 1-ton loads. The vehicle was exhibited at the Crystal Palace Motor Show, 1896. In the same year the Chiswick tip wagon was produced, taking its name from the fact that it was the first municipal vehicle supplied to the Chiswick U.D.C. In 1898 there followed the Chelsea tip wagon which was a 4-tonner with vertical water tube boiler, central stoking and compound engine. In 1903 a new model in the form of a paraffin driven lorry with a capacity of 2-tons was built to a War Office order. In 1904 two petrol-driven models were built and a 5-tons steam wagon with loco type boiler and compound horizontal engine. Though Thornycrofts are no longer manufacturers of steam wagons we believe there still remain several of their early models in service. In 1905 a 25 cwt. petrol lorry was produced and also a 5-tonner and a 36-seater bus was also designed. In 1906 a 4-ton petrol wagon was constructed and the next year a 2-tonner. In 1913 there was introduced the famous J type 4-ton chassis, and in this model the worm driven back axle was substituted for the chain driven back axle hitherto employed. Other models of similar design followed, namely, a 2½-tonner and a 4½-tonner, the latter being specially designed for military purposes. To-day the Basingstoke works of John I. Thornycroft & Company, where the firm's various types of commercial chassis are produced, now occupy an area of 20 acres.



THE FIRST THORNYCROFT COMMERCIAL VEHICLE—
A STEAM WAGON BUILT IN 1895.

TILLING-STEVENS MOTORS, LTD.,
Maidstone.

The present business of Tilling-Stevens Motors, Limited, has developed from its commencement in the year 1897 as a private firm of electrical mechanical engineers, established for the manufacture of dynamos, electrical generators, and general electrical plant. In the year 1906 the sole remaining partner, Mr. W. A. Stevens, registered the business as a private limited liability company with a capital of £10,000, and the first experiments in petrol-electric transmission were commenced. In the

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year 1907 the results obtained from a touring car with petrol-electric transmission were sufficiently satisfactory to encourage the company to continue its endeavour to develop this method of propulsion. The attention of Thomas Tilling, Limited, was drawn to the system, and the interest shown by that important company resulted in the joint design by Mr. W. A. Stevens and the chief engineer of Thomas Tilling, Limited, Mr. P. H. Frost Smith, of an omnibus for operating in London traffic. This omnibus gave satisfactory results in London service, but the regulations of the London police, which came into force about that time, prescribed a weight limit at a much lower figure than that at which it was possible to produce the vehicle. Thereupon Mr. Stevens and Mr. Frost Smith set to work to design a lighter chassis with a much lighter electrical equipment, and produced a new design within the weight limit; seven of these new omnibuses were put into London service by Thomas Tilling, Limited, and the operation of them for several months showed a very low cost of maintenance, largely due to the exceptionally smooth running under electric transmission. As a result, Thomas Tilling, Limited, decided to replace the whole of their vehicles by a fleet of the same type.

Thomas Tilling, Ltd., continued to take an interest in the company, and in 1915 the name was altered to Tilling-Stevens, Ltd. The company was manufacturing petrol-electric chassis for passenger and commercial work, as

EARLY TYPE OF TILLING-STEVENS PETROL-ELECTRIC OMNIBUS BUILT IN 1910.

well as gear-driven vehicles for commercial work.

Following and in consequence of the trade slump commencing in 1920, during the year 1925 the board was reconstructed, and Mr. H. E. Carter was appointed Chairman of the Company.

At this period of the Company's development the Directors of Thomas Tilling, Ltd., had become so impressed with the disadvantages to large operators of passenger vehicles in being also identified with the manufacture of vehicles, that they decided to sever their connection with the company.

The designs and experiments for new gear-driven and petrol-electric engines, which had been uninterruptedly continued, resulted in the production of the present gear-driven "Express" vehicle. The performance of this vehicle under exhaustive tests proved its ability to compete favourably with any similar vehicle on the market. At the same time the Company's designs, experiments and tests for the production of an equally up-to-date petrol-electric vehicle were continued.

Mr. W. R. Shephard took over the position of Managing Director at the beginning of the year 1927, and alterations and rearrangements in the Works were made by him.

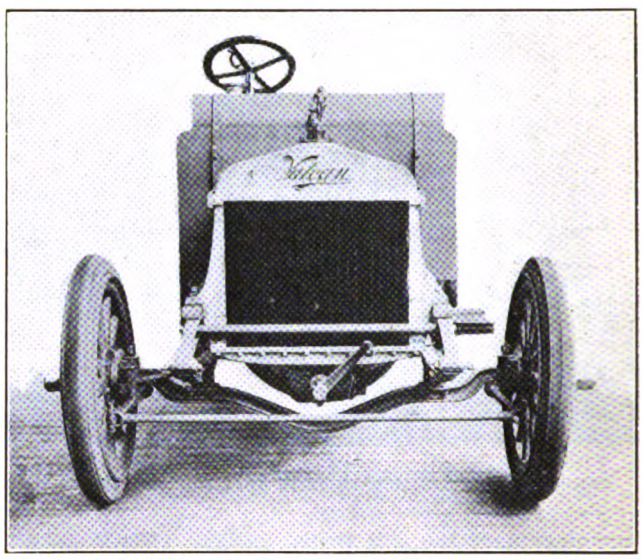
The company has established the highest reputation for the "Express" gear-driven vehicle, and there is every reason to hope that the new petrol-electric chassis, now being tried on the London streets, will give the same satisfaction.

Tilling-Stevens Motors, Ltd., is the only company which makes a practical electrically propelled vehicle other than trams and overhead rail trolley vehicles, and there should be a great future for this excellent and economical type of passenger and goods transport.

VULCAN MOTOR AND ENGINEERING CO. (1906), LTD.,

Crossens, Southport.

The Vulcan business began in 1897, the founders being Thomas and Joseph Hampson. Both were highly qualified engineers with a decided leaning towards motor construction. The business prospered from its commence-

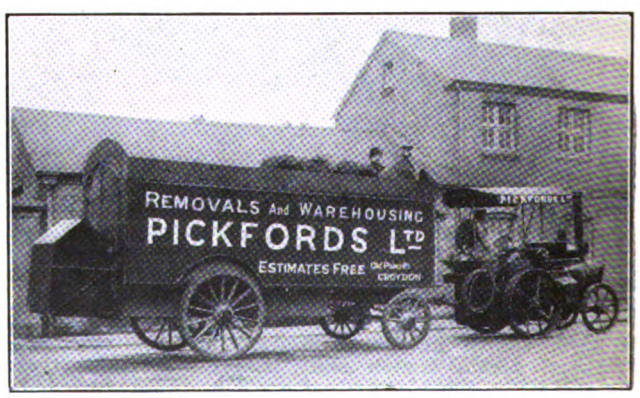


AN EARLY VULCAN CHASSIS.

ment, and to cope with the increasing number of orders, a private company was formed and extensive premises and a large tract of spare land were acquired in Hawesside Street, Southport, and here were manufactured large numbers of Vulcan vehicles. Year by year the factory extensions had to be made until all the available land at Hawesside Street was covered with workshops. But still the business increased, and so the directors decided to obtain more money and additional premises, and to this end the company was reformed with a much larger capital, thus the present Vulcan Motor and Engineering Co. (1906), Ltd. was launched 23 years ago and a large plot of land was acquired close to Crossens Station upon which large engineering works were erected and equipped with most up-to-date machinery. The work of this new factory was confined exclusively to chassis production, the body building and furnishing being executed at Hawesside Street. Later the factory was made much larger enabling the body building and furnishing departments to be transferred to it. To-day the Crossens factory is claimed to be one of the most up-to-date of its kind and is entirely engaged in the production of Vulcan motor vehicles. Vulcan vehicles are known throughout the world as being a first-class British product.

WALLIS & STEEVENS, LTD.,

The firm commenced building self-propelled road engines in 1877 and kept pace with the developments in the way of heavy haulage engines in the intervening years



AN EARLY TYPE STEAM TRACTOR BY WALLIS & STEEVENS.

until 1889 when they introduced the first light steam tractor. This type of vehicle they have continued to develop and are still building.

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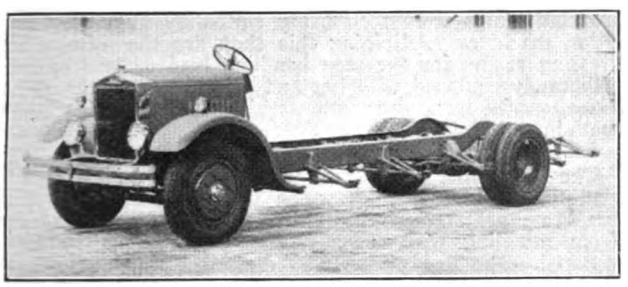
The B.A.T. Cruiser Chassis.

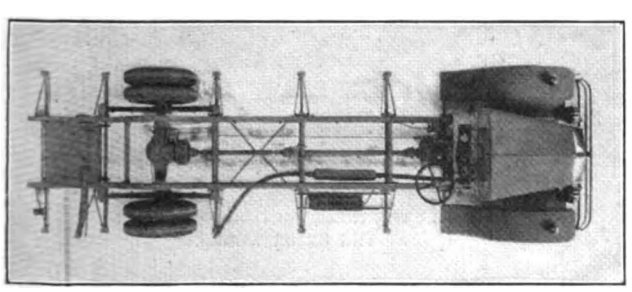
The very businesslike chassis shown in the accompanying illustrations is the product of Harris & Hasell, Ltd. (British Associated Transport), of 24-32 St. George's Road Bristol, and 79/89 Pentonville Road, London, N.1. It is built for a gross load not to exceed 50 cwt. or is suitable for a 20-seater passenger body. It has a six-cylinder engine cast *en bloc;* bore, 3⅜ in.; stroke, 4 in.; 27.3 h.p. R.A.C. rating, developing 59 h.p. at 2,600 r.p.m. The pistons are aluminium



HALF FRONT VIEW—NEAR SIDE.

alloy with three compression and one scraper rings. The balanced crank-shaft runs in seven white metalled bronze backed bearings. The valves are side by side, and are made of special alloy steel. The camshaft is driven off the crank-shaft by a silent 1½ in. wide chain of ½ in. pitch. Lubrication is by submerged gear type pump driven off the cam-shaft by spiral gears, and supplies oil under pressure to the main bearings, connecting rods, camshaft bearings and timing gear chain. Ignition is by "Delco-Remy" high tension coil with distributor driven by an extension of the pump shaft, with manual and semi-automatic spark control. The carburetter is the Zenith of the latest pump type mounted close up to the induction manifold. Cooling is by a large honeycomb radiator, independently mounted and insulated from the solid nickel sheet cowl which is of attractive design. Cooling is assisted by fan, and the water is circulated by a centrifugal pump. The temperature is adjusted by radiator shutters automatically controlled by a thermostat fitted in the top of the tank. The temperature is recorded on the radiator tank.

Power is transmitted through a single plate dry type clutch to



AERO VIEW.

a four speed gear box on which provision is made for a mechanical tyre pump. The gear ratios are: 1st, 6.6 to 1; second, 3.74 to 1; third, 1.84 to 1; fourth, direct; reverse, 7.86 to 1. The entire unit, gear box, engine and clutch housing has three point suspension.

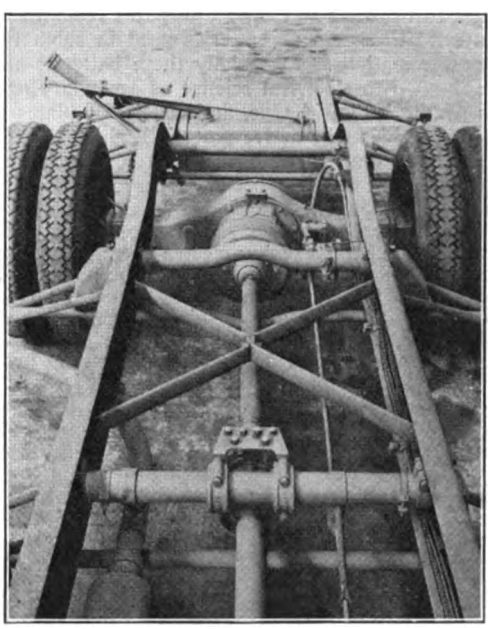
A divided tubular propeller shaft with three Hardy Spicer joints, totally enclosed, transmits the drive to the rear axle. The shaft is supported at the centre by a double ball self-aligning heavy duty bearing mounted in a specially designed three point suspension housing and rubber insulated. The whole of the power line is therefore insulated from the frame.

The rear axle is the spiral bevel fully floating type, and the drive is transmitted through the springs to the frame. The bevel reduction is 5.83 to 1. The housing is of cast steel with pressed-in special alloy steel tubes carrying the heavy duty taper roller bearings.

Service brakes operated by pedal are of the hydraulic internal expanding two shoe type acting in large diameter drums on all four wheels. The emergency brake operates in a ribbed steel drum mounted on the bevel pinion shaft of the rear axle. The front axle has been specially designed for front wheel brakes.

The springs are semi-elliptic, the front being overslung and 38 in. long, and the rear 54 in. long and underslung. The springs are carried on brackets which are carried on extensions of the tube cross members. All the pins and shackles are lubricated from the central system.

The frame consists of deep pressed steel parallel side members, tapered at front and rear and arched over the rear axle with a 5 in. drop behind the axle, the front cross member supporting the radiator is of pressed steel inverted "U" section. A feature of the tubular cross member construction is the arrangement of out-rigging incorporated in the design. Other special features are the absence of rivets and the fitting of high tensile steel bolts in reamed holes.



SEMI-PLAN VIEW—TRANSMISSION AND REAR AXLE.

A 20-gallon fuel tank is carried in the rear of the frame. A feature of the tank is that an independent tube unites the top and bottom plates to carry the filler tube. There is a petrol gauge on the instrument board.

Steering is of the worm and nut type with variable leverage. The steering column is adjustable.

The wheels are steel disc fitted with eight stud mountings and 32 in. by 6 in. pneumatic cord heavy duty tyres, single front, twins rear.

The chassis lubrication is by the Tecalemit oil gun system, which is so arranged that all difficult points are fed through pipe lines grouped together in an accessible position. Starting and lighting is by the "Delco-Remy" six-volt system and a large Exide battery carried on the frame.

The standard equipment includes twin spring steel front bumpers, domed steel front wings, radiator thermometer, two head lamps, two side lamps and a combined "stop" and tail lamp.

The dimensions are:—Wheelbase, 14 ft.; front track, 5 ft. 1¼ in.; rear, 5 ft. 2 in.; dash to centre of rear axle, 11 ft. 9 13/16 in.; dash to end of frame, 16 ft. 9 13/16 in.; length overall with front bumper, 21 ft. 5¾ in.; height to top of frame laden, 2 ft. 0½ in.; weight of chassis 42 cwt.; price at Bristol works, £545.

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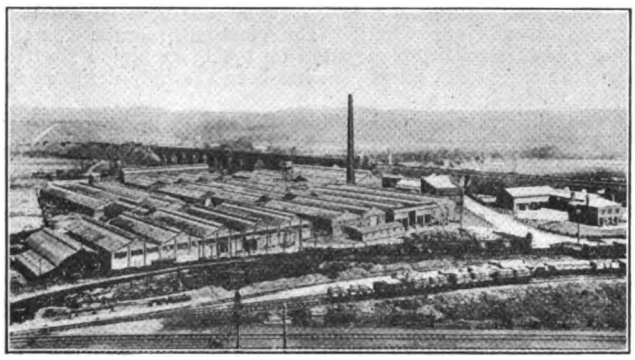
Where Exide Batteries are made.

In Company with other journalists on September 10th, we paid a visit to the Exide and Chloride battery works at Clifton Junction near Manchester, as guests of the Chloride Electrical Storage Co., Ltd., over which works we made a very interesting tour of inspection.

The firm are the manufacturers of the well-known Exide batteries for motor cars and wireless as well as accumulators



GENERAL VIEW OF EXIDE WORKS.

of all sizes and designs and for all purposes from police hand-lamp batteries to the giant batteries used in submarines and central power stations. Essentially these batteries are all of one type, known to electrical science as secondary or storage batteries of the lead-acid type, and consist of plates or grids holding lead oxides (the active material) which are immersed in dilute sulphuric acid (the electrolyte) contained in suitable receptacles. These storage batteries serve as storage tanks of electrical energy. Plates of positive and negative polarity are in each cell or compartment of the container. Electricity is passed into the cells, causing electro-chemical action, which sets up a difference of electrical pressure or potential between the positive and negative plates. When subsequently the plates of opposite polarity are joined together through an external circuit, current flows through the circuit, and will continue to flow until this difference of electrical pressure in the plates has levelled up, or until the circuit is disconnected.

The most important feature of the storage batteries is the plates. Some batteries must give heavy discharges for short periods, and some for long periods without being re-charged; some work requires only a light discharge from the battery, and the length of time between charges varies between different duties. Consequently the battery maker who supplies batteries for every purpose must produce a variety of plates endowed with different properties for widely different purposes, yet all obtained by the use of lead and lead oxides for his active materials. The amount of electrical energy a battery will store is governed by the surface area of active material accessible to the acid. Many thin plates in the cell give a large active area capable of dealing with heavy currents; a few thick plates give a small current for a long period.

Four general types of batteries are made at Clifton Junction—Chloride and Chloride Plant batteries for stationary installations; Lux batteries for lighting railway trains; Exide-Ironclad batteries which are used for the underwater propulsion of submarines, for land traction, such as propelling electric vehicles, and also for lighting motor buses and motor coaches.

Dealing with the Exide battery—the grid made of antimonial lead will hold securely continuous ribbons of active material applied in the form of paste. Work is done by the active material only, the grid being purely a retainer and conductor. The porous ribbed wood separators filling the space between the positive and negative plates prevent internal short circuiting. In the Exide-Ironclad the positive plate comprises a number of vertical pencils joined at the top and bottom to horizontal bars. Each pencil contains a core surrounded by the active material—peroxide of lead—and this is enclosed in a cylindrical tube of ebonite having horizontal slits which allow the electrolyte access to the active material. Each tube has two vertical ribs projecting on opposite sides at right angles to the face of the plate. These act as supports and as insulating spacers and allow the use of a plain wood diaphragm separator.

The first shop to be visited was the moulding department, where various lead components of batteries are made. Next, we inspected the mechanics' shop, one half of which is devoted to repairs and maintenance jobs, and in the other half are made the special moulds and tools used throughout the work. In the next shop, the ebonite tubes used in Exide-Ironclad plates were seen being slitted by high speed precision machines. Adjoining this shop are the washing and dressing rooms for the men handling lead or lead oxides—elaborately equipped with hot and cold shower baths, special soaps, special jets for mouth washing, and cases for private tooth brushes. Close by are the ambulance room and doctor's room.

The next process inspected was the filling of Exide-Ironclad tubes with red lead, which forms the active material. Elaborate precautions are taken here to prevent lead dust from mingling with the air, and the floor is constantly watered. The visitors were conducted through shop after shop, each devoted to some special process in the manufacture of the batteries.

The feature of the works generally is the scrupulous cleanliness and elaborate precautions taken to prevent lead poisoning. There is a test house which carries out research work and capacity and continuous life tests on batteries. In the chemical laboratory, raw materials, acids and waters are tested and chemical tests are conducted in connection with research work.

The Company utilises its own fleet of battery-propelled vehicles for transport between Clifton Junction and the

VIEW OF THE HOME PACKING DEPARTMENT AT THE EXIDE WORKS.

Manchester Ship Canal Docks at Trafford Park. The internal transport of the works is handled by battery-propelled trucks. The works of the Company occupy 37 acres in area, and afford direct employment for 2,000 people, besides thousands in other industries who are kept occupied by the huge contracts for material placed by the company. There are branches also in London, Manchester, Birmingham, Bristol, Glasgow, Dublin, Belfast, Bombay, Calcutta, Sydney, Christchurch, Capetown and Copenhagen.

Parking Charges.—The Parking Committee of the Newbury Corporation has adopted the following new scale of charges for the parking of chars-a-banc at the Wharf:—Not exceeding 1 hour, 1s.; exceeding 1 hour but not exceeding 3 hours, 2s.; exceeding 3 hours but not exceeding 5 hours, 2s. 6d.; every hour exceeding 5 hours, 6d.; maximum charge, 5s.

A.E.C. Announcement. — The Associated Equipment Company, Ltd., has disposed of its interest in Rushton Tractors, Limited. Mr. G. Rushton, desiring to devote himself to the interests of that Company, has resigned his position as General Manager, but he will continue his connection with the Company in a consultative capacity.

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Omnibus Demonstration at Great Yarmouth.

In connection with the annual conference of the Municipal Tramways and Transport Association, held at Great Yarmouth, September 11th to 13th last, there was held an omnibus demonstration of a very comprehensive description, practically all the leading commercial motor manufacturers taking part.

The following are brief descriptions of the exhibits:—

Albion Motor Car Co., Ltd., Scotstoun, Glasgow. The exhibit consisted of a single deck 32-seater bus mounted on the latest six-cylinder Albion chassis. The chassis was the 36/90 h.p. six-cylinder model introduced at the beginning of this year, many of which are on the road giving good service both under long distance and urban conditions. The engine has an unique lubrication system which ensures adequate supply of clean oil to all working parts. The clutch is of the usual Albion single disc design, very light in operation. The underslung worm axle is of patent Albion construction providing a high factor of safety. The chassis is of the forward control type, and the machine is mounted on 38 in. by 8¼ in. balloon tyres. The body has an exceedingly attractive appearance, and has an entrance at the rear and the emergency door on the off-side behind the driver's seat. The driver's cab is arranged to float entirely off the chassis, the off-side front wing being suspended from the cab. The rear end of the roof is well domed, whilst the front end has a destination indicator built in, arranged to operate from the driver's seat. The seats are of the semi-bucket type upholstered in moquette and mounted on steel supports. The interior panels are lined with leather cloth and the roof is white enamelled. Eight windows are made to drop. The fittings include duralumin hand poles, Numa air bell with four pushes, Pyrene fire extinguisher and electric windscreen wiper. A full electric lighting set, including 9 interior lights, is fitted.

Associated Equipment Co., Ltd., Windmill Lane, Southall, Middlesex. The exhibit consisted of one of the A.E.C. "Reliance" chassis upon which was mounted a 30-seater single deck bus chassis with double entrance. This chassis is provided with a 95 h.p. 6-cylinder engine. The front entrance door is of the jack knife type and is controlled by the driver. The high backed seats are all upholstered in real leather, as is also the driver's seat in the completely enclosed half cab. Polished walnut has been used for the mouldings, and black Doverite for the grab handles and poles. The majority of the windows are of the drop variety, and there is also a sliding window in the front bulkhead to facilitate communication between driver and conductor or passengers.

Bristol Tramways & Carriage Co., Ltd., Tramways Centre, Bristol. The exhibit consisted of one of the well-known Bristol 32-seater Superbuses which is of the half-bonnet type, giving complete accessibility to the engine, all valves, magneto and carburetter being adjusted from the near side. The engine is the G.W. type 4-cylinder model, 4½ in. bore by 5½ in. stroke, developing 32/52 b.h.p. at 1,000 r.p.m. and 75 b.h.p. at 2,000 r.p.m. The cylinder casting is monobloc with detachable head. The connecting rods are duralumin and the pistons are aluminium. The detachable head is the Ricardo design. Lubrication is pressure feed by submerged gear pump. The clutch is the dry plate type asbestos lined. Four speed gear box and all shafts on ball and roller bearings. Tubular propeller shaft to underslung worm driven back axle. Disc wheels for 36 in. by 8.25 in. low pressure tyres, twin rear. Four wheel foot brakes in rear wheels only. Steering worm and quadrant, forward drive. C.A.V. lighting set.

Crossley Motors, Ltd., Gorton, Manchester. The Crossley exhibit consisted of three vehicles as follows:—(1) A 38/110 h.p. 6-cylinder special low built 50-seater double deck covered top omnibus with enclosed staircase. The seating capacity in the lower saloon is for 24 passengers and for 26 in the upper saloon. The overall height loaded is 12 ft. 10¾ in., the height of the loading platform from the pavement is 9 in., height from floor to floor lower saloon 5 ft. 10 in., height from floor to roof of upper saloon 5 ft. 8 in. The chassis is of special design for low built double deck bodies. The engine develops 52 h.p. at 1,000 r.p.m. and its maximum output is 110. The second exhibit consisted of a 32-seater single deck service omnibus. The body is similar to those which the firm are supplying to the Manchester Corporation Tramways, the engine is similar to that fitted to the double deck bus chassis. The third exhibit was a 30/70 h.p. 4-cylinder 32-seater service omnibus similar to those supplied to the Corporations of Leeds and Manchester.

Daimler Co., Ltd., Daimler Works, Coventry. The Daimler exhibit consisted of a 26-seater saloon coach, a 34-seater service bus and a 22-seater parlour coach. The coachwork of the first mentioned was by Weymann Motor Bodies, Ltd., and of the other two by Short Bros., Ltd. All were mounted on the Daimler model C.F.6 100 b.h.p. chassis recently described in detail in these pages.

Dennis Bros., Ltd., Guildford. Three Dennis vehicles were shown, namely, an F.S. parlour coach, an E.V. single deck bus and an H.S. covered top double deck bus. Each was a low load line chassis equipped with vacuum servo-operated brakes and powered by a spring mounted engine driving through a four speed gear box to the inverted worm type rear axle, the entire transmission following a straight line when the vehicle is normally loaded. The F.S. type provides a high degree of luxury, each passenger being accommodated in an exceptionally comfortable seat and having the use of a folding table. Two doors are provided on the near side. The interior woodwork is mahogany finished and the upholstery is of green leather. The Rochdale Corporation have placed no less than five repeat orders for this class alone, and numerous repeat orders also have been received from the Corporations of Accrington, Cardiff, Colchester, Leeds, Nottingham, and Portsmouth. The H.S. Dennis is a covered top double decker seating 50 passengers and the overall height is only 13 ft.

W. & G. du Cros, Ltd., Acton, London, W.3. The exhibit consisted of a 32-seater saloon omnibus mounted on a W. & G. corporation model chassis providing low loading. The engine is a 6-cylinder "L" head type of 38 h.p. R.A.C. rating developing 40 b.h.p. at 1,000 r.p.m. and 80 b.h.p. at 2,000 r.p.m. The chassis dimensions are as follows:— Loading line with 36 in. by 6 in. tyres 2 ft. 2 in.; wheelbase 15 ft. 7½ in.; track 5 ft. 8½ in.; overall length 23 ft. 7 in.; dash to end of frame 19 ft. 4⅜ in.; back of driver's seat to end of frame 19 ft. 4⅜ in.; overall width 6 ft. 6 in. over front wheels and 7 ft. over rear wheels. Four speeds are provided and the gear box is unit with the crankcase. The rear axle is the inverted worm driven type. Four wheel brakes Dewandre assisted are fitted as standard.

Richard Garrett & Sons, Ltd., Leiston Works, Leiston. This firm exhibited their "O" type electric trolley bus chassis. The frame is of 35 tons high tensile pressed steel. Special attention has been given to the design of the springs which are of silico manganese steel. The front springs are 4 ft. 6 in. long and the rear springs 5 ft. 6 in. The front axle is of the centrepoint steering type. The rear axle is worm driven and of the full floating type. The road wheels are disc fitted with Dunlop pneumatic tyres, twins on the rear wheels. All four wheels are fitted with brakes, one set on the front wheels and two independent sets on the rear wheels. The motor is of the ventilator type 60 h.p. at 1,060 r.p.m. and is in accordance with the B.E.S.A. specification. The controller is of the drum type providing 10 speeds forward and a reverse.

Gilford Motor Co., Ltd., 465 & 471a, Holloway Road, London, N.7. Two vehicles were exhibited, namely, Gilford 16 ft. 6 in. O.T. chassis upon which was mounted a 32-seater service omnibus body by Wycombe Motor Bodies, Ltd., and mounted on a similar chassis was a 26-seater De Luxe saloon body by United Automobile Services, Ltd. The 32-seater body is fitted with semi-bucket seats, the main entrance is of the folding door type on the nearside front and there is an emergency door in the back panel. The driver's door is on the off-side forward. The fittings include an illuminated "Eco" roller type destination indicator, 8 interior roof flood lamps with two parking lamps to the front canopy and two ruby lamps to the back dome, a driver's mirror and automatic windscreen wiper, interior ventilators and communication bell. The interior finish is carried out in mahogany colour. The 26-seater is of particularly smart appearance with metal domed back. The sides of the roof are of sheet metal. The destination box is built into the front canopy. The general scheme of decoration is blue. Armchair seats are provided.

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OMNIBUS DEMONSTRATION AT GREAT YARMOUTH ON THE OCCASION OF TH

1. THE W. & G. DU CROS 32-SEATER SALOON BUS.
2. THE DENNIS H.S. TYPE COVERED TOP DOUBLE-DECK BUS WITH ENCLOSED STAIRCASE.
3. A TILLING-STEVENS 32-SEATER BUS ON THE FIRM'S "EXPRESS" CHASSIS.
4. THE A.J.S. "PILOT" BUS.
5. THE HALL, LEWIS BUS ON MAUDSLAY CHASSIS.
6. A KARRIER SIX-WHEEL SINGLE-DECKER BUS.
7. THE VULCAN "PRINCE" 32-SEATER OMNIBUS.
8. A GARRETT TROLLEY BUS.

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UAL CONFERENCE OF THE MUNICIPAL TRAMWAYS AND TRANSPORT ASSOCIATION.

9. THE LEYLAND "LION" BUS.
10. THE A.E.C. SALOON BUS WITH SHORT BROS. BODY.
11. CROSSLEY 32-SEATER BUS.
12. THE THORNYCROFT "SUNSALOON" COACH.
13. A ROE SINGLE-DECK BUS ON A THORNYCROFT CHASSIS.
14. AN ALBION 36/90 H.P. 32-SEATER SIX-CYLINDER OVERTYPE REAR ENTRANCE BUS.
15. THE "BRISTOL" SUPER BUS TYPE "L.3" BODY 32-SEATER WITH FRONT ENTRANCE ON NEAR SIDE AND EMERGENCY DOOR AT REAR.
16. A GUY 6-WHEEL 38-SEATER BUS.
17. A DAIMLER C.F.6 "F.D." CHASSIS WITH 32-SEATER SINGLE-DECK BUS BODY BY SHORT BROS.
18. A LEYLAND DOUBLE-DECKER FOR SHEFFIELD CORPORATION.

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Guy Motors, Ltd., Fallings Park, Wolverhampton. Four vehicles were exhibited, one being a 60-seater double deck bus. The 60-seater chassis is fitted with the Guy patented 56/96 h.p. engine mounted upon the Guy patented flexible sub-frame. Transmission is through a single disc fabric lined clutch to a four speed gear box and the final drive is by two underslung worms on fully floating rear axles. Bogie mounting is adopted for the four rear wheels and there are two inverted semi-elliptic springs on each side. Both hand and foot brakes act on the four rear wheels, the foot brake being assisted by a vacuum servo. The second vehicle shown was a 38-seater single deck bus mounted on a similar type of chassis to the above. A Committee saloon bus was shown designed to accommodate 14 passengers, there being 10 swivel armchairs and a settee and a folding table along the centre of the saloon, hat racks in the roof and panelled cupboards for glass, etc. An FC 32-bus was shown. It is fitted with the Guy patented 6-cylinder engine developing 50/85 h.p. There were also two examples of the Guy trolley bus chassis. One being a six-wheeled double decker and the other a four-wheeled single decker.

Hall, Lewis & Co., Ltd., Abbey Road, Park Royal, London, N.W.10. A 50-seater covered top enclosed staircase omnibus body was shown by this firm mounted on a Maudslay chassis. The complete laden weight of this bus does not exceed 9 tons, the body weight being not more than 2 tons 5 cwt. Ventilation had been carefully considered. Moonstone lamps are in the roof of both saloons; the interior is carried out in silver and walnut.

Karrier Motors, Ltd., Karrier Works, Huddersfield. The exhibit consisted of the firm's popular rigid six-wheeler known as the Karrier "WL6" model. It provides comfortable single deck accommodation for 37-40 passengers. It is built with alternative wheelbases of 17 ft. 6 in. and 19 ft. and can accommodate roughly 25 per cent. more passengers than the largest single deck four-wheeler. It has forward driving and a 6-cylinder side valve engine which develops 60/80 h.p. and carries all its auxiliaries on the near side; a four-speed six-bearing gear box, two-piece tubular propeller shaft, and worm driven rear axles of bogie construction; vacuum "Servo" brakes and lubrication from a large reservoir with a spring loaded plunger which merely requires pulling up once a day, whilst the wheels, etc., can be quickly greased with a grease gun. The wheels are shod with 36 in. by 6 in. single pneumatics. The body work was carried out by Hall, Lewis & Co., Ltd., and is of the 36-seater centre-gangway type with front and rear entrances on nearside and semi-bucket seats.

Leyland Motors, Ltd., Leyland, Lancs. This firm's products were represented by two vehicles, one being a "Lion" bus for the Preston Corporation and the other being a "Titan" for the Sheffield Corporation. The "Lion" was fitted with a single deck body with accommodation for 31 passengers. The "Lion" chassis is provided with a 4-cylinder engine. The single bus body is of standard design and accommodates the driver alongside the engine. The seating accommodation may be varied from 35 seats on the "Popular" type to 26 seats of the "Comfort" type with different combinations of seating and entrances in each type. Upon the 6-cylinder "Titan" chassis was mounted a double deck bus to accommodate 48 passengers and had an enclosed staircase; this body is an alternative to the original 51 seater with an open staircase.

Maudslay Motor Co., Ltd., Parkside, Coventry. There was shown a single deck 6-cylinder bus to seat 32-passengers and a 50-seater double deck top covered bus. With regard to the single deck omnibus this is fitted with a 6-cylinder monobloc engine, bore 110 m.m., stroke 130 m.m., R.A.C. rating 45 h.p., maximum h.p. 120, developing 100 h.p. at 1,700 r.p.m. Water circulation is by centrifugal pump, lubrication is forced, there being two separate systems under pressure and fully automatic. The lighting dynamo, water pump and magneto are situated in line on the near side of the engine, below the camshaft housing and well above frame. The carburetter is a Solex and ignition is by h.t. Simms magneto. The engine clutch and gear box form a single unit with three point suspension. The clutch is of the single dry-plate type. The gear box is the sliding spur gear and splined shaft type giving four speeds and a reverse. The propeller shaft is of the open type divided midway. The final drive is an underslung worm the ratio being 5.8 to 1 or 6.25 to 1. Steel disc wheels are fitted and the alternative tyre equipment consists of 38 in. by 7 in. high pressure pneumatic or 38 in. by 8.25 in. low pressure pneumatic, twin rear in both cases. The Dewandre foot brake operates on all four wheels. The hand brake acts on the back wheels only. The dimensions are: wheelbase 17 ft. 6 in.; wheeltrack 6 ft. 2¾ in.; front overall length 27 ft.; overall width 7 ft. 5 in.; back of driver to end of frame 22 ft. 7 in.; height of frame 24 in. Chassis weight with equipment 69 cwt. Chassis price £1,205. The chassis specification for the double deck bus is similar to the above except that the engine has 100 m.m. bore and 130 m.m. stroke. R.A.C. rating 30 h.p., maximum h.p. 100, developing 75 h.p. at 1,500 r.p.m.

Ransomes, Sims & Jefferies, Ltd., Orwell Works, Ipswich. The exhibit consisted of a six-wheeled electric trolley bus chassis specially designed to take a body of large capacity, two types of body can be fitted to this chassis, that is, either a single deck saloon with a seating capacity of 40 or a double deck body seating 70 passengers. The motor is of the twin type consisting of two armatures mounted on one shaft, each armature having its own field making system. The motor is rated at a total h.p. of 60/65 and is capable of heavy overloads.

Chas. H. Roe (1923), Ltd., Crossgates Carriage Works, Leeds. This firm were exhibiting two 32-seater single deck omnibus bodies, one having a front entrance mounted on a CF.6 type Daimler chassis, built to the order of the Tees-side Railless Traction Board, whilst the other was of the rear entrance type mounted on a Thornycroft chassis, built to the order of the Gloucester Corporation. The principal points of interest in the construction of these bodies were:—(1) The patent waist rail and pillar jointing. (2) Side panel and roof ventilation. (3) Bumper rail fitted for protection of the side panels and to give additional strength. (4) Folding doors at front and rear fitted with the "Roe" patent bar type door gear.

Short Brothers (Rochester & Bedford), Ltd., Seaplane Works, Rochester. Two examples of this firm's bodywork were shown, one being a single deck saloon body on an A.E.C. chassis and the other being a double deck covered top bus body also on an A.E.C. chassis.

A. J. Stevens & Co. (1914), Ltd., Graiseley House, Wolverhampton. The A.J.S. "Pilot" bus which was sent to the demonstration had normal steering and was fitted with 24-seater service bus body. It was trimmed and painted red and green and was quite an attractive and pleasing looking job.

Herbert E. Taylor & Co., Ltd., Cringleford, Norwich. The vehicle exhibited was not one of the firm's latest models but a vehicle which had done 8,000 miles service for Mr. R. Futter, of the Norfolk Motor Service, Great Yarmouth, it was mounted on a Crossley Eagle chassis.

John I. Thornycroft & Co., Ltd., Thornycroft House, Smith Square, London, S.W.1. This firm showed three vehicles as follows:—(1) A 32-seater type "BC forward" single deck bus, with body by Vickers. This bus is of the service type with front entrance and an emergency exit at rear. Three drop windows on each side operated by the latest type of window lifts, with balance fittings. (2) A 26-seater "BC" sun saloon coach being a luxury type with special sliding centre roof panel. Main entrance at front with second entrance at rear on nearside. All side windows drop and are operated by Rawlings window lifts. (3) A 68-seater type "HC" covered top double deck bus with body by The Brush Electrical Engineering Co., Ltd. The chassis for this vehicle was the "HC" type rigid six-wheeled low loader comprising a 6-cylinder 58/85 h.p. engine, double plate clutch, 4 speed gear box and full floating back axles with Thornycroft patent suspension.

Tilling-Stevens Motors, Ltd., 5, Iddesleigh House, Caxton Street, Westminster, London, S.W.1. There were two vehicles sent by this firm, one being a type T.S.17A. four wheel petrol-electric chassis with 16 ft. wheelbase and the other a 32-seater front and rear entrance omnibus mounted on the well known B.10.A.2. "Express" forward steering gear driven chassis with 16 ft. wheelbase. Dunlop 38 in. by 7 in. pneumatic tyres and C.A.V. "M" type electric lighting equipment. The bodywork for the "Express" chassis was carried out by Metcalfes (London), Ltd., of Romford.

United Automobile Services, Ltd., Laundry Lane, Lowestoft. There was exhibited a 32-seater "United Built" service saloon mounted on an A.E.C. chassis. This vehicle is constructed on standardised lines and as a result the firm have been able to produce a sound, well constructed service vehicle at an attractive figure. Another vehicle was a 26-seater "United Built" long distance saloon mounted on a Gilford 16 ft. 6 in. O.T. chassis. A very attractive vehicle with domed back.

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Vulcan Motor & Engineering Co. (1906), Ltd., Crossens, Southport. The Vulcan exhibit was as follows:—(1) A "Duchess" 26-seater omnibus the chassis of which has an upswept frame, front and rear specially designed to obtain a low loading height. The engine is a 25/60 h.p. 6-cylinder with a bore of 3¼ in. and a stroke of 4¾ in., R.A.C. rating 25.35 h.p. Both front and rear springs are long and underslung. The body lines are pleasing and distinctive and the seating provides great comfort. (2) A "Prince" 32-seater omnibus. This chassis also has an upswept frame front and rear; a 6-cylinder engine giving 37.2 h.p. R.A.C. rating; the driver is placed beside the engine and the body is well built and well finished. This type of bus is suitable for express service, being fast, reliable, economical and comfortable. (3) An "Emperor" double deck 51-seater omnibus which is the latest addition to the Vulcan range. It has a 6-cylinder engine of ample power; the staircase is totally enclosed and a sunken gangway runs along either side of the upper deck.

Waveney Co., Ltd., Stanley Road and Heath Road, Oulton Broad, Lowestoft. This firm exhibited a 20-seater body with semi-bucket seats trimmed in leather.

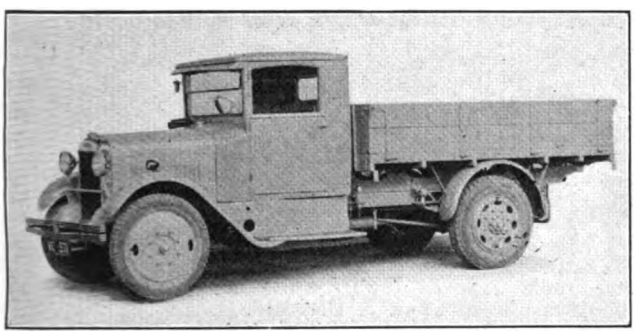
Wycombe Motor Bodies, Ltd., High Wycombe, Bucks. This firm exhibited a 32-passenger single deck bus fitted with semi-bucket seats mounted on a Gilford 16 ft. 6 in. O.T. chassis, having front entrance and rear emergency door.

The Singer 2-Ton Industrial Chassis.

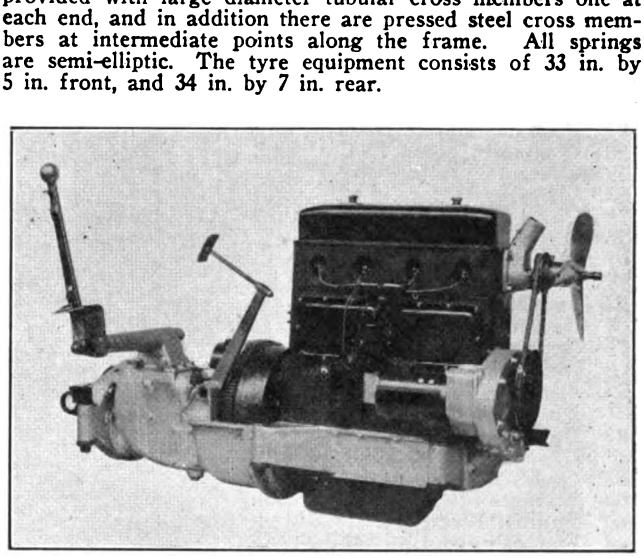
THE latest firm to enter the commercial motor manufacturing field is the firm of Singer & Co., Ltd., Coventry, one of the oldest established and one of the largest of British motor car manufacturers.

The chassis just placed on the market by the Singer Company is intended for 2-ton loads or for passenger bodies to accommodate 20 passengers. The price of the chassis is £425. The weight of the chassis itself is 1 ton 19½ cwt.

The engine is a 4-cylinder monobloc casting, built in unit with the gear box. It is bolted to a sub-frame at six points, the sub-frame being attached to the chassis at three points. The cylinder bore is 90 m.m. and the stroke 120 m.m., the cubic capacity being 3,053 c.c. It is provided with a quickly detachable head. Push rods operate overhead valves, and the detachable cylinder is of the turbulent type. It is stated that at 3,000 r.p.m. the engine develops nearly 60 b.h.p. The overhead valve mechanism is entirely enclosed by a pressed aluminium cover as shown in the accompanying photograph. The combustion chambers have a high compression ratio, and are completely machined to ensure uniformity of compression between each cylinder. The engine casting is very robust and carries the crankshaft in five bearings. The flywheel housing is open in order to give ready access to the clutch and operating mechanism. Forced lubrication is provided to all the bearings, including the overhead valve gear. There are no oil pipes, the oil being forced through ducts cast and drilled in the crankcase. The oil passes through two filters, one of which is a suction filter in the sump, and the other an "Auto-Klean" filter. Cooling water is circulated by a rotary pump through a gilled tube radiator with horizontal fins. Petrol is gravity fed from a 10-gallon tank on the dash.



THE NEW 2-TON SINGER TRUCK.



THE COMBINED ENGINE AND GEAR BOX UNIT OF THE NEW 2-TON SINGER INDUSTRIAL CHASSIS.

Power is transmitted through a single plate clutch to a four speed gear box with right hand change, and provision is made for fitting a mechanical tyre pump. The gear ratios are:— Top speed, 1 to 1; third speed, 1.62 to 1; second speed, 2.76 to 1; first speed, 5.36 to 1; and reverse, 7.78 to 1. The standard back axle reduction is 6.5 to 1, with an alternative special low reduction of 7.25 to 1.

A 12-volt electric starting motor is mounted on the near side of the engine, and is completely open and accessible, including "Bendix" drive. There is a 12-volt lighting set, comprising a positive drive dynamo, switch-board, side lamps, head lamps and tail lamp.

Power is transmitted through a two-piece tubular shaft enclosed in a torque tube with single flexible joint at the gear box end, and an intermediate bearing at the centre. The final drive is the overhead worm type. The rear axle is fully floating. The front axle is an "H" section steel stamping. The hubs are mounted on taper roller bearings, easily adjustable for wear.

Brakes are fitted on all four wheels as standard equipment, these being operated by pedal assisted by vacuum servo. Central adjustment in a convenient position is provided. The hand brake operates in rear brake drums. Steering is the Marles type. The frame is of pressed steel channel provided with large diameter tubular cross members one at each end, and in addition there are pressed steel cross members at intermediate points along the frame. All springs are semi-elliptic. The tyre equipment consists of 33 in. by 5 in. front, and 34 in. by 7 in. rear.

Lubrication to all points of the chassis, with the exception of the main units, is provided for by the Luvax central foot operated lubrication system which consists of an oil reservoir which is connected up to all moving parts of the chassis by pipes, and, by means of a lever, all the various parts are lubricated at the same time.

The chassis equipment includes front wings and step-board, an instrument board with speedometer, lighting and starting switches, oil pressure gauge, petrol gauge, ammeter, ignition switch and dash lamp, a 12-volt lighting and starting set, complete with lamps; electric horn operated from the steering column and spare wheel and tyre.

The dimensions of the chassis are:—Wheelbase, 11 ft. 1½ in.; overall length, 15 ft. 10 in.; dash to rear axle, 8 ft. 10¼ in., dash to end of frame, 12 ft.; chassis weight, 31 cwt.; track front and rear, 4 ft. 11 in.; height laden, 2 ft. 4½ in.; ground clearance, 10 ft. ⅞ in.; turning circle 46 ft.

Goodyear Appointment. — The Goodyear Tyre and Rubber Co. (Gt. Britain), Ltd., whose factory is at Wolverhampton, announce the appointment of Mr. G. Colley as Sales representative for the counties of Norfolk and Suffolk. Mr. Colley has completed a course of training in the Goodyear factory, and succeeds Mr. F. W. Osbourn who has resigned.

Bean Cars.—Bean Cars, Ltd., announce that Messrs. Pass & Joyce (1929), Ltd., of 373-375 Euston Road, London, N.W.1, have taken over the sole distribution for their Commercial Vehicle Sales in the London Metropolitan area, and have taken over their London Depot and Staff at 4a Cambridge Street, Edgware Road, London, W.2.

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Commercial Motor Transport Exhibition, Olympia.

November 7—16, 1929.

In view of the near approach of the Commercial Motor Transport Exhibition, which will be held at Olympia from November 7th—16th inclusive, we are publishing a list of the exhibitors up to date, giving the stand numbers of each. In the November issue of this journal we shall have our usual comprehensive report of the exhibits and this number will be published on November 12th so as to be in the hands of our readers in time for them to visit the Exhibition.

Commercial Vehicle and Body Work Section.

Stand No.	
45	Albion Motor Car Co., Ltd.
94	Arlington Motor Co.
39	Armstrong Siddeley Motors, Ltd.
122	Arnold, Wm.
71	Associated Equipment Co., Ltd.
38	Austin Motor Co., Ltd.
61	Beadle, John C., Ltd.
132	Bean Cars, Ltd.
69	Beardmore (Paisley), Ltd.
137	Berliet, Autos M.
34	Berna, Soc. Anon. Fab. d'Automobiles.
129	Blum, Chas. et Cie.
28	Bonallack & Sons.
136	Bristol Tramways & Carriage Co., Ltd.
29	British Mercedes-Benz, Ltd.
50	Brockway Motor Truck Corporation.
81	Bromilow & Edwards, Ltd.
22	Brush Electrical Engineering Co., Ltd.
115	Buckingham, John, Ltd.
111	Carrimore Six Wheelers, Ltd.
87	Carter, Paterson & Co., Ltd.
20	Challands, Ross & Co., Ltd.
119	Chevrolet Motor Co.
83	Chrysler Motors, Ltd.
78	Citroen Cars, Ltd.
24	Clark & Co. (Scunthorpe), Ltd.
67	Commer Cars, Ltd.
131	Crossley Motors, Ltd.
73	Daimler Co., Ltd.
134	Davidson (Trafford Park), Ltd.
76	Dennis Bros., Ltd.
68	Dodge Bros. (Britain), Ltd.
33	Dodson, Christopher, Ltd.
135	Du Cros, W. & G., Ltd.
102	Duple Bodies & Motors, Ltd.
113	Dyson, R. A., & Co., Ltd.
133	Eccles Motor Caravans, Ltd.
100	Elkington Carriage Co., Ltd.
60	English Electric Co., Ltd.
48	Fiat (England), Ltd.
79	Fodens, Ltd.
27	Four Wheel Drive Lorry Co., Ltd.
57	Fry Brothers, Ltd.
127	Garner Motors, Ltd.
125	Garrett, Richard & Sons, Ltd.
126	General Motors, Ltd.
128	Gilford Motor Co., Ltd.
54	Glover, Webb & Liversidge, Ltd.
110	Grose, Ltd.
49	Guy Motors, Ltd.
117	Halley Motors, Ltd.
65	Harrington, Thos., Ltd.
120	Harris & Hasell, Ltd.
93	Hoyal Body Corporation (1928), Ltd.
82	Hudson Motor Car Co.
5	Hydraulic Hoist Co., Ltd.
112	International Harvester Co. of Great Britain, Ltd.
114	Jowett Cars, Ltd.
77	Karrier Motors, Ltd.
36	Kenning, F., & Sons.
95	Knibbs, W. H., & Son, Ltd.
25	Laffly (England), Co., Ltd.
44	Leyland Motors, Ltd.
92	London Lorries, Ltd.
86	Longframe Sixwheeler Construction Co.
46	Maudslay Motor Co., Ltd.
35	Metcalfe's (London), Ltd.
70	Minerva Motors (England), Ltd.
85	Morgan Hastings, Ltd.
118	Morris Commercial Cars, Ltd.
116	Morris Motors (1926), Ltd.
19	Northern Counties Motor & Engineering Co., Ltd.
15	Phoenix Coachworks, Ltd.
97	Plaxton, F. W.
52	Ransomes, Sims & Jefferies, Ltd.
74	Renault, Ltd.
63	Reo Motor Car Co.
80	Robson, Wm. & Thos., Ltd.
32	Saurer Commercial Vehicle Co., Ltd.
91	Scammell, G., & Nephew, Ltd.
51	Scammell Lorries, Ltd.
130	Sentinel Waggon Works, Ltd.
107	Shefflex Motors, Ltd.
55	Short Brothers (Rochester & Bedford), Ltd.
47	Singer & Co., Ltd.
37	Spenborough Engineering Co.
121	Spurling Motor Bodies, Ltd.
42	Star Motor Co., Ltd.
138	Stevens, A. J., & Co. (1914), Ltd.
62	Strachans.
30	Sunbeam Motor Car Co., Ltd.
123	Taylor, H. E., & Co., Ltd.
89	Thompson Bros. (Bilston), Ltd.
41	Thornycroft, John I., & Co., Ltd.
72	Tilling-Stevens Motors, Ltd.
84	Trojan, Ltd.
26	Union Motor Car Co., Ltd.
43	United Motors, Ltd.
66	Vincents of Reading.
40	Vulcan Motor & Engineering Co. (1906), Ltd.
96	Waveney Co., Ltd.
88	Weymanns Motor Bodies (1925), Ltd.
101	Willeme, Etabs, c/o Automotive Spares, Ltd.
64	Willowbrook, Ltd.
75	Willys Overland Crossley, Ltd.
124	Wilson Motor & Engineering Co.
53	Wilson, W., & Son (Herts), Ltd.
23	Wilton Carriage Co., Ltd.
56	Yorkshire Patent Steam Wagon Co.

Tyre Section.

372	Avon India Rubber Co., Ltd.
371	Bergougnan Tyre Co.
367	British Goodrich Rubber Co., Ltd.
380	Connolly, J. W. & T., Ltd.
364	Dunlop Rubber Co., Ltd.
368	Englebert Tyres, Ltd.
378	Firestone Tyre & Rubber Co. (1922), Ltd.
370	Goodyear Tyre & Rubber Co. (Gt. Britain), Ltd.
377	Henley's Tyre & Rubber Co., Ltd.
366	India Tyre & Rubber Co. (Gt. Britain), Ltd.
375	Macintosh, Chas. & Co., Ltd.
365	Pirelli, Ltd.
369	Poppe Rubber & Tyre Co.
374	St. Helens Cable & Rubber Co., Ltd.
376	Seiberling Tyre Co. (Gt. Britain), Ltd.
379	Trowbridge Tyre & Rubber Co. (1929), Ltd.

Accessory, Component and Garage Equipment Section.

321	A. C.-Sphinx Sparking Plug Co., Ltd.
213	Acton Manufacturing Co.
7	Adams, F. H. (1926), Ltd.
307	Allen-Liversidge, Ltd.
346	Amalgamated Carburetters, Ltd.
363	Andre, T. B. & Co., Ltd.
150	Anglo-American Oil Co., Ltd.
242	Angus, George & Co., Ltd.
343	Anti-Attrition Metal Co., Ltd.
302	Auster, Ltd.
194	Auto-Klean Strainers, Ltd.
109	Automobile Association.
231	Automotive Engineering Co., Ltd.
362	Automotive Products Co.
175	Barrett, Tagant & Gotts, Ltd.
245	Barrus, E. P., Ltd.
292	Batteries, Ltd.
99	Beaton, G. & Son, Ltd.
279	Beckett, Laycock & Watkinson, Ltd.
257	Bendix-Perrot Brakes, Ltd.
185	B.E.N. Patents, Ltd.
251	Bennett, A. E. & Co.

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280 Benton & Stone, Ltd.
271 Black & Decker, Ltd.
340 Bluemel Brothers, Ltd.
154 Bowser, S. F. & Co., Inc.
14 Boyriven, Ltd.
229 British Belting & Asbestos, Ltd.
352 British Bock Bearings, Ltd.
192 British Petroleum Co., Ltd.
225 British Piston Ring Co., Ltd.
335 British Thomson Houston Co., Ltd.
188 British Timken, Ltd.
181 Brockhouse, J., & Co., Ltd.
295 Brown Brothers, Ltd.
287 Brown, David & Sons (Huddersfield), Ltd.
256 Brown, E. G. & Co., Ltd.
326 Bryant & Co.
201 Cadisch, R. & Sons.
104 Cameron, John & Sons.
12 Car & General Insurance Corporation, Ltd.
240 Carless, Capel & Leonard.
207 Cary, Wm. E., Ltd.
8 Caxton Name Plate Manufacturing Co.
16 Cellon, Ltd.
318 Challenge Oil Co., Ltd.
174 Champion Sparking Plug Co., Ltd.
222 Chapman, A. W., Ltd.
200 Chloride Electrical Storage Co., Ltd.
177 Churchill, Chas. & Co., Ltd.
182 Clark, William.
187 Clayton Dewandre Co., Ltd.
347 Clews Petersen Piston Ring & Eng. Co., Ltd.
349 Coan, Robert W., Ltd.
344 Cocker Brothers, Ltd.
105 Commercial Motor Users' Association.
305 Connolly Brothers (Curriers), Ltd.
323 Cooper Stewart Engineering Co., Ltd.
339 Cooper Webb-Jones & Co.
224 Coopers Mechanical Joints, Ltd.
334 Coventry Chain Co., Ltd.
255 Coventry Climax Engines, Ltd.
284 Coventry Radiator & Presswork Co., Ltd.
217 Cox & Co.
160 Cresswells Asbestos Co., Ltd.
17 Culverhouse & Sons.
210 De La Rue, Thos. & Co., Ltd.
186 Delco-Remy & Hyatt, Ltd.
152 Dick, W. B. & Co., Ltd.
3 Docker Brothers.
275 Dominion Motor Spirit Co., Ltd.
342 Dorman, W. H., & Co., Ltd.
272 Dover, Ltd.
282 D. P. Battery Co., Ltd.
220 Duckham, Alexander, & Co., Ltd.
262 Edmunds, Walker & Co., Ltd.
199 Elephant Motors, Ltd.
164 Englebert & Co.
218 Equipment & Engineering Co.
171 Etienne & Cie.
196 Eve, F. H., Ltd.
176 Ewarts, Ltd.
338 Ferodo, Ltd.
157 Fisher & Ludlow (1920), Ltd.
333 Flather, W. T., Ltd.
316 Flexible Lamps, Ltd.
274 Gadsdons, Ltd.
249 Gallay Radiator Co., Ltd.
259 Glacier Metal Co., Ltd.
331 Glico Petroleum, Ltd.
58 Gliksten, J., & Son, Ltd.
314 Godins.
208 Gordon, F. J., & Co., Ltd.
161 Greenwich Leathercloth Co., Ltd.
203 Hadfields, Ltd.
140 Hadfields (Merton), Ltd.
267 Hall & Hall.
159 Hall & Pickles, Ltd.
268 Hallam, Sleigh & Cheston.
270 Handford Greatrex & Co., Ltd.
221 Handyside, Andrew, & Co., Ltd.
226 Harcourt Engineering Co., Ltd.
190 Hardoll, Ltd.
297 Hardy Spicer & Co., Ltd.
11 Hart, John T., & Sons.
227 Harvey Frost & Co. (1924), Ltd.
223 Hatch, George, Ltd.
232 Headland, Thos. P.
239 Hemming Brothers, Ltd.
184 Hermetic Rubber Co., Ltd.
247 Higgs, G. N.
253 Hills (Patents), Ltd.
296 Hobson, H. M., Ltd.
294 Hoffmann Manufacturing Co., Ltd.
230 Holroyd, John, & Co., Ltd.
211 Homo, Ltd.
289 Hope, Hartope & Co.
148 How, F., & Co., Ltd.
291 Hoyt Metal Co. of Gt. Britain, Ltd.
212 Humfrey-Sandberg (Sales), Ltd.
178 James, A. A., Ltd.
345 James, W. G., Ltd.
59 Johnston, George, Ltd.
170 Jones, A. A., & Shipman, Ltd.
263 Jones, C. L.
332 Kirkstall Forge, Ltd.
313 K.L.G. Sparking Plugs, Ltd.
166 Lace Webb Spring Co., Ltd.
108 Lake, Ernest, Ltd.
306 Lake & Elliott, Ltd.
252 Lamplugh Spring Seats, Ltd.
266 Laystall Motor Engineering Works, Ltd.
241 Light Production Co., Ltd.
158 Lindley, C., & Co., Ltd.
320 Liquid Measurements, Ltd.
301 Lodge Plugs, Ltd.
168 London Lubricants, Ltd.
285 Lowe, Bevan & Co.
303 Lucas, Joseph, Ltd.
373 Lynton Wheel & Tyre Co., Ltd.
215 McLaren, J. & H., Ltd.
358 Mann, Egerton & Co., Ltd.
6 Mansell & Adams, Ltd.
153 M.C.L. & Repetition, Ltd.
144 Meadows, Henry, Ltd.
145 Mechanical & General Inventions, Co., Ltd.
319 Miller Brothers (Brighouse), Ltd.
250 Miller, Henry, & Co.
298 M.L. Magneto Syndicate, Ltd.
191 Moss Gear Co., Ltd.
2 Motor Agents Association, Ltd.
258 National Benzole Co., Ltd.
329 National Steel Foundry (1914), Ltd.
290 Newton & Bennett, Ltd.
310 Nicol, R. D., & Co., Ltd.
146 Nobel Chemical Finishes, Ltd.
328 North & Sons, Ltd.
286 Oiline Refining Co.
163 Oldham & Son, Ltd.
308 Overton, W.
172 Page, A., & Son, Ltd.
167 Papelian, R. M., Ltd.
361 Parsons Non-Skid Co., Ltd.
18 Parsons, Thos., & Sons.
283 Perks, J., & Sons.
151 Peters, G. D., & Co., Ltd.
155 Phosphor Bronze Co., Ltd.
348 Pickavant, J. W., & Co., Ltd.
356 Pinchin, Johnson & Co., Ltd.
278 Prices Patent Candle Co., Ltd.
264 Pyrene Co., Ltd.
147 Quicktho (1928), Ltd.
277 Randle Radiators, Ltd.
354 Ransome & Marles Bearing Co., Ltd.
204 Rawlings Manufacturing Co., Ltd.
243 Raybestos-Belaco, Ltd.
312 Reckitt & Sons, Ltd.
235 Redline Motor Spirit Co., Ltd.
169 Remer Timber Co., Ltd.
337 Riches, G. T., & Co., Ltd.
355 Ripaults, Ltd.
237 Romac Motor Accessories, Ltd.
311 Ross, Courtney & Co., Ltd.
206 Rubery, Owen & Co.
350 Rudge-Whitworth, Ltd.
233 Safety Storage Systems (1927), Ltd.
353 Sankey, Joseph, & Sons, Ltd.
281 Scintilla, Ltd.
276 Sheepbridge Stokes Centrifugal Castings Co., Ltd.
202 Shell-Mex, Ltd.
162 Silvertown Lubricants, Ltd.
341 Simms Motor Units, Ltd.
10 Skefko Ball Bearing Co., Ltd.
324 Small & Parkes, Ltd.
299 Smith, S., & Sons (M.A.), Ltd.
165 Smith, Thos., & Sons of Saltley, Ltd.
357 Smith's, Thos., Stamping Works, Ltd.
315 Snowdon, Sons & Co., Ltd.
359 Solex, Ltd.
195 Sorbo Rubber Sponge Products, Ltd.
273 Specialloid, Ltd.
325 Spiral Tube & Components Co.

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216 Stedall & Co., Ltd.
288 Steel Stampings Co.
183 Sterling Metals, Ltd.
300 Sternol, Ltd.
180 Stevens, J. A., Ltd.
219 Stone, J., & Co., Ltd.
193 Sunsaloon Bodies, Ltd.
322 Swain, Leo, & Co., Ltd.
360 Tecalemit, Ltd.
238 Texas Oil Co., Ltd.
189 Thompson, John, Motor Pressings, Ltd.
317 Thornley & Knight, Ltd.
156 Timson Brothers.
143 Triplex Safety Glass Co., Ltd.
197 Trist, Hubert H. P. & Co.
198 Tungstone Accumulator Co., Ltd.
330 Vacuum Oil Co., Ltd.
304 Vandervell, C. A., & Co., Ltd.
244 Vaughan Brothers.
9 Venesta, Ltd.
293 Vokes, C. G., Ltd.
261 Wakefield, C. C., & Co., Ltd.
236 Ward & Goldstone, Ltd.
228 Wayne Tank & Pump Co., Ltd.
214 Wells, Henry, Oil Co., Ltd.
234 Wells, Matthew, & Co., Ltd.
246 Wellworthy, Ltd.
149 Westinghouse Brake and Saxby Signal Co., Ltd.
209 Wheway, Job, & Son, Ltd.
265 Whittingham, Thos., & Wilkin, Ltd.
205 Wilcot (Parent) Co., Ltd.
336 Willcox, W. H., & Co., Ltd.
260 Williams & James.
254 Wiseman, Alfred, Ltd.
179 Woodhead, Jonas, & Sons, Ltd.
351 Zenith Carburetter Co., Ltd.

Correspondence.

The Editor is not responsible for the views expressed in letters appearing under this heading. No letter will be inserted unless accompanied by the name and address of the writer, not necessarily for publication, but as evidence of good faith.

HORSES ON SLIPPERY ROADS.

To the Editor of The World's Carriers.

Sir,—I was very interested in two letters published in the August issue of *The World's Carriers*, and agree with Major General Sangster that it is cruelty to continue to work a horse in the city streets shod in the same old way that horses were shod before street paving was invented. Undoubtedly at the present time there is serious difficulty in obtaining the best use out of a horse owing to the slippery state of the roads, and in addition to the necessity for the non-slip shoeing methods in my opinion it is necessary for horses in these days to be equipped with a suitable rubber pad when traversing slippery roads.

In the same issue a letter from the National Horse Association of Great Britain plainly shows that we have reached a crisis when horses cannot travel along the roads without serious risk both to the animals and drivers. In these days modern roads are surfaced to meet the demands of motorists solely and one must admit that the Authorities have no regard whatever for the presence of the horse on the road. There are numerous occasions when motor vehicles, with all their splendid utilities, cannot possibly take the place of horses, and it therefore behoves every horse lover to take such steps as shall equip the animals to negotiate the roads in safety.

Many experiments have been made with rubber pads with a view to enabling the horse to keep his feet, and some of the rubber pads placed on the market are excellent as a means of lessening concussion, but practically all these are nailed under the shoe as a permanent fixture. There is a serious objection to the pads being a permanent fitting, because the frog and sole are obviously impaired by preventing evaporation of natural moisture, thus keeping the hoof in a state like a poultice.

After examining a number of rubber pads placed on the market, I have come to the conclusion that the best way to equip our horses to traverse the roads with comfort and safety, is to supply them with removable rubber pads which can be taken off should the horse be working in a field or on other places than the slippery roads. The G.B.B. patent removable pads satisfactorily fulfil these requirements, and on reflection seem to my mind the ideal pad both as regards safety for horse and rider, and for keeping the foot in a healthy condition.

Yours faithfully,
H. Howard Robinson,
Secretary,
Manchester Transport (Owners') Association, Ltd.
28 Queen Street,
Albert Square, Manchester.
21st September, 1929.

EDUCATING THE TRANSPORT MAN.

To the Editor of The World's Carriers.

Sir,—I have read with much interest Mr. R. J. Armstrong's letter in your September issue, re educating the transport man, and I quite agree with him that the trade is doing nothing towards training or encouraging the packer and loader. I have always maintained that the packer, loader or foreman is the man that counts, as he can make or mar a job, however clever the estimator may be. Also he needs to be a highly skilled man, to handle and load the hundred and one valuable articles one finds in some of the houses of to-day. I have often been amazed at the foremen employed by some firms, and I think they get through their work more by luck than judgment. I am of the opinion that the removal trade is not attractive to the youth of to-day, owing to the long hours worked, and the low rate of pay. I have a personal knowledge of this, and with the exception of drivers, I do not know of any trade which works their men such long hours. Some folks think it is a soft job, but I would like some of them to try it for a few days, particularly where the removal is to a second or third floor flat. I have recollections of a delivery to a flat in Paris (92 stone stairs) in midsummer, hoofing it up and down all day long (loaded up, down empty), and I have frequently thought if some of the principals and customers had a little of it, they would have a little more feeling for the men that "hump the stuff up and down." I think the slogan of the Association is, "Removing is an expert's job," and I presume those engaged in carrying out same are experts too, and until they are paid an adequate wage and worked reasonable hours, the youth of to-day will not be attracted or be interested in the removal trade.

I remember those journeys in the old days with the horse vans, out in all weathers travelling probably all night, setting to, on our arrival at our destination, to unload, probably wet through, tired and hungry, frequently travelling back home after completion. I admit things have improved in this direction, but there is still room for a deal more improvement to make the job attractive to the right youths.

Yours faithfully,
E. J. Wensley.
Cardiff.
19th September, 1929.

Albion High-Speed 30-cwt. Chassis.—The Albion Motor Car Co., Ltd., Scotstoun, Glasgow, have issued recently an attractive folder dealing with the firm's 30-cwt. chassis. The chassis price including 33 in. by 5 in. pneumatics front, 34 in. by 7 in. pneumatics rear, spare wheel with solid tyre and carrier, 12-volt 5-lamp electric lighting set, electric horn, front wings, and speedometer, *ex works* is £390. The Albion high speed 30-cwt. will be on view on Stand No. 45, at the Commercial Vehicle Show, Olympia, 7th to 16th November next. The London office of the Company is at Bank Buildings, 20 Kingsway, London, W.C.2.

Wages of Busmen.—At the Watch Committee of the Stoke-on-Trent Corporation, the town clerk submitted a further communication from the Transport and General Workers' Union regarding wages paid to drivers and conductors, and the Sub-Committee interviewed Mr. Henry Jones, secretary of the Associated North Staffs. Motor Bus Proprietors, together with a number of private owners. Mr. Jones, on behalf of the Association, gave a definite undertaking that the trade union rate of wages and hours of duty as recognised by the Potteries Electric Traction Co., Ltd., should be put into operation immediately by the Association.

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The Port of London.

Tilbury Docks Improvements.

It is not easy to remember that Tilbury, twenty-two minutes journey by train from Fenchurch Street Station, and twenty-six miles below London Bridge, is an integral part of the Port of London! Still less is it always realised that the authority of the P.L.A. in conjunction with the City Corporation extends up the river as far as Teddington. There is no other port in the world to be compared with it in more ways than one.

LADY RITCHIE OPERATING THE SOLID SILVER LEVER FROM THE TOP DECK OF THE S.S. "ORONSAY," WHICH OPENED THE GATES TO THE ENTRANCE LOCK. LORD RITCHIE IS SEEN ON THE RIGHT.

Thursday, September 25th, witnessed the consummation of three years of increasing work, which placed London once again in the forefront of the great ports of the world.

Those who were privileged to take part in the opening of the new lock at Tilbury Docks, which was performed by Lady Ritchie, wife of Lord Ritchie, of Dundee, Chairman of the Port of London Authority, will not soon forget the occasion, a glorious summer's day, brilliant sunshine, and clear blue skies, with airplanes flying overhead, crowds of eager school children, sailor boys and the general public lining both sides of the new lock, made interesting background, or rather sideground, to the ceremony.

At 1.30, the 20,000 tons Orient liner "Oronsay" was waiting outside the great railway and road bridge forming the entrance to the lock.

Electrical connection was made with the shore, and at 2 o'clock Lady Ritchie, by operating a miniature control apparatus on deck, raised the bridge which opened in the centre to the accompaniment of detonators and the music of syrens of all sizes and notes from the ships, big and little, in the docks, and the big ships passed into the lock with ample room to spare. After waiting for the water to rise to the level of the main dock, the lock doors were opened, and the stately vessel passed through, cutting a blue silk ribbon, and made her way, accompanied by four tugs, to her berth, passing on her way three P. & O. liners, and taking her position alongside the Orient liner "Orford," which we last saw in the Solent, gaily illuminated on the occasion of the Schneider Trophy race.

The dimensions of the new entrance lock, which is capable of accommodating the largest vessel afloat, are:—

Length	1,000 ft.
Width	110 ft.
Depth	45½ ft. at high water.

It is situated about 1,200 feet westward of Tilbury Ness, and is aligned in the direction of the strongest prevailing winds. Only slight tidal currents occur at the approach jetties in the river during locking hours. The docks are now able to accommodate the largest ships yet built.

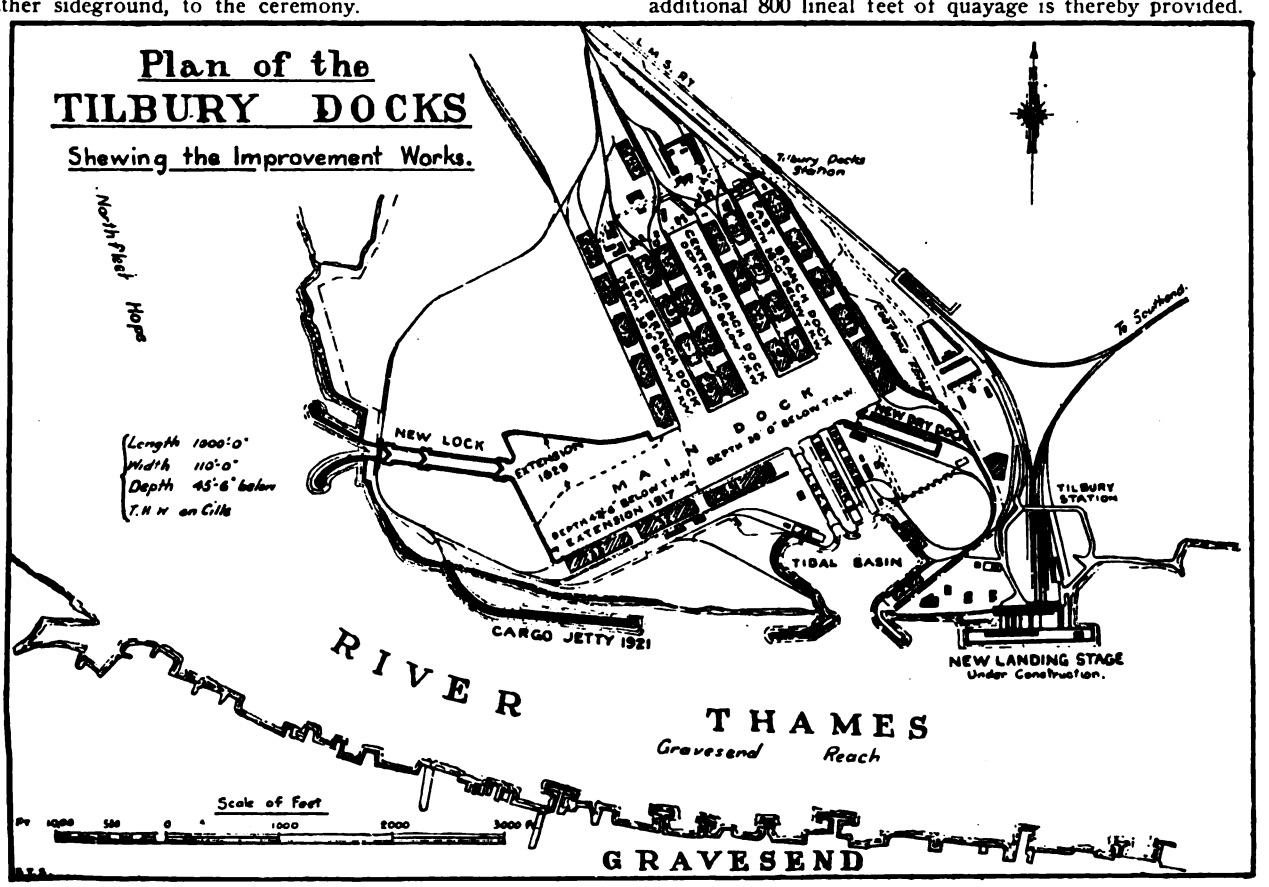
Other new works at the Tilbury Docks involved in the general scheme for their improvement and greater utility, include the provision of a new dry dock, the dimensions of which are:—

Length	750 ft.
Width	110 ft.
Depth	37½ ft. on blocks and on sill.

The dry dock has been so constructed that it can be readily extended when necessary, without interference with its use, to a total length of 1,000 feet.

The railway for goods and passenger traffic has been diverted to the south side of the main dock, and for the first time, road access has been provided to the berths at this end of the docks.

The situation of the new entrance has necessitated increasing the area of the main dock by 15 acres, and an additional 800 lineal feet of quayage is thereby provided.



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The approximate cost of these works, including the new entrance lock, is £2,550,000.

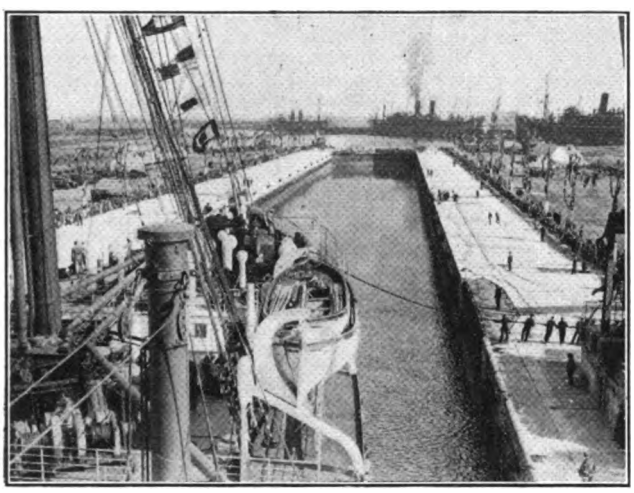
The Port Authority received financial aid towards the carrying out of these improvements from His Majesty's Government through the Unemployment Grants Committee in the form of a grant of half interest for 15 years on the capital expenditure involved.

Materials Used, etc.

The following summary of the materials used and the quantities excavated and dredged, serve to emphasise the magnitude of the work:—

Total quantity of excavation of all descriptions	1,845,000 c. yds.
Dredging	1,250,000 c. yds.
Monoliths sunk	191
Aggregate depth of Monolith sinking	10,200 ft.
Concrete of all descriptions	550,000 c. yds.
Cement	100,000 tons.
Granite	7,000 tons.
Timber (in permanent work)	200,000 c. ft.
Steel (iron work of all descriptions)	16,000 tons.

With the exception of timber, British materials have been used exclusively throughout the whole of the improvement work.



A STRIKING VIEW OF THE NEW ENTRANCE LOCK AS SEEN FROM THE S.S. "ORONSAY" AT THE OPENING OF THE NEW TILBURY LOCK.

The whole of the Tilbury Dock improvements were designed and executed under the direction of the Port Authority's Consulting Engineer, Mr. Frederick Palmer, C.I.E. Mr. Palmer was formerly the Chief Engineer of the Port Authority, and is now a partner in the firm of Messrs. Rendel, Palmer & Tritton.

The works have been carried out under the direct supervision of the Authority's New Works Engineer, Mr. F. W. Davis, who, as Resident Engineer for these works, has been assisted by Mr. W. Mackenzie.

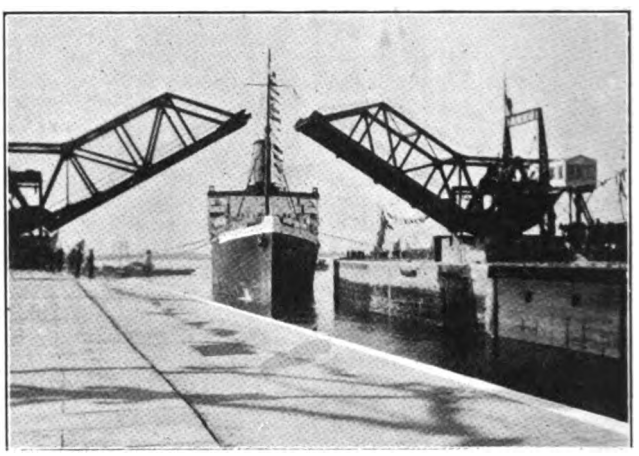
The Tilbury improvement programme was originally timed for completion by 1930, but the work has been finished approximately twelve months before the scheduled time. The number of men employed on the actual site reached a maximum of 1,700. The work, of course, gave employment to many other men, who were engaged on the fabrication of materials, etc., in various parts of the country.

Tenders were invited for each item of the Tilbury Docks improvement scheme, and eventually the whole of the work was placed in the hands of Sir Robert McAlpine & Sons (London), Ltd.

The opening of the new entrance lock at Tilbury, may be regarded at the commencement of a new era in the history of the Tilbury Docks and it is well to recall to mind the fact that those docks which were first opened for business 43 years ago, were in the nature of a very bold experiment, which proved eminently successful.

No structural alteration was made to Tilbury Docks until the early days of the Port Authority, who, in 1917, extended the main dock for a length of about 1,450 feet. Now the total water area of those docks is 104 acres, including the tidal basin, and the depth is 38 feet. In addition to the original twenty-four transit sheds, there are others—one 570 feet by 120 feet, and one 395 feet by 120 feet in the branch docks, and three each 600 feet by 120 feet, on the south side of the main dock, all available for goods discharged from or to be loaded into vessels. Like most of the other docks, the Tilbury Docks are furnished throughout with railway lines in direct communication with all parts of the United Kingdom.

In addition to the Tilbury Docks improvements, the Port Authority have nearly finished the construction of a passenger landing stage in the river at Tilbury. The reproach has been levelled against London that there are within the Port no special facilities, such as exist, for instance, at Liverpool, in the way of a floating stage for the landing and embarkation of ocean-going passengers. Those passengers now either join or leave their steamers at the particular dock berth used by the ship, or are taken by steam tenders from or to the small cross-river ferry landing stage at Tilbury, belonging to the London Midland and Scottish Railway Company.



Photo] [World's Carriers.

THE BASCULES OPENING TO ADMIT THE S.S. "ORONSAY" INTO THE NEW LOCK.

The Port Authority, in cordial co-operation with the Midland Railway Company (now part of the London Midland and Scottish Railway system), obtained Parliamentary powers, under the "Port of London and Midland Railway Act, 1922," for the construction of a passenger landing stage at Tilbury, and the necessary works in connection with it. The scheme was started in 1926, and it embraces a floating stage 1,142 feet long, on the site of the old ferry stage. For the cross-river traffic, a length of 300 feet will be reserved, and the remainder will be devoted to ocean passengers. The requisite gangways and bridges have been erected between the stage and the river bank, and on the shore, the erection of a commodious Customs baggage examining shed has been nearly completed. The railway company are adapting their station to cope with increased traffic, and a large circulating area or hall for passengers is being added to the station. All this, which involves a capital outlay on the part of the Port Authority of £376,500, in addition to a large expenditure by the railway company will undoubtedly make London a more attractive and comfortable port for overseas passengers. The works are so designed that at any time the accommodation may be doubled so as to cope with any increased flow of traffic that may come.

Neyland Ferry Service in Danger.—Mr. Frederick Hutchings, owner of the Neyland-Hobbs Point ferryage system, which links north and south Pembrokeshire over Milford Haven, has intimated to the Pembrokeshire County Council that unless some arrangement is made with him and improvement made in the landing stages he will be compelled by the lesser winter trade to suspend the winter service. Traffic in winter, he states, is much less than in summer. The County Council has decided to ascertain for what figure the pontoons could be purchased and a negotiating committee with Mr. Hutchings has been appointed.

Bristol Channel Ports Competition.—Although at a recent meeting of the Bristol City Council attention was drawn to the proposed Great Western Railway expenditure of £4,000,000 at Cardiff Docks, which, it was stated, would menace Bristol trade, little is known of any such proposed step in Welsh shipping circles. The stated intention of the Great Western Railway Company to make Cardiff a deep water dock at all tides proves to be no more than a mere suggestion made by the Cardiff City Council to the Great Western Railway Company, and the Bristol alarm appears, as yet, unfounded.

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London Shipping and Forwarding Agents' Conference.

A meeting of the Council of the London Shipping and Forwarding Agents' Conference was held on 30th September, at the London Chamber of Commerce.

There were present, Mr. M. E. Duffett (President), Mr. H. Gilbert (G. W. Sheldon & Co., Ltd), Mr. F. J. Gerson (Rosenberg, Loewe & Co., Succrs., Ltd.), Mr. W. Narracott (Van Oppen & Co., Ltd.), Mr. E. V. Turvey (Nunzi & Co., Ltd.), Mr. E. Palmer (Northern Transport Agency, (Ldn.), Ltd.), Mr. J. B. Taylor (Immediate Transportation Co., Ltd.), Mr. F. H. S. Rouse (American Express Co., Inc.), Mr. H. K. Coppendale (Morrison, Pollexfen & Blair, Ltd.), Mr. G. Perry (British Commercial Transport Co., Ltd.), Mr. F. W. Challis (Temporary Acting Secretary).

The minutes of the last meeting which had been circulated were taken as read and signed as correct.

Apologies for absence were received from Mr. H. A. Crowe, of Messrs. Crowe & Co. (Ldn.), Ltd., Mr. J. B. Ballantyne, of Messrs. J. B. Ballantyne & Co., and Mr. C. McEwan, of Thos. Cook & Sons, Ltd.

Correspondence.

(a). Letter from a Coventry firm inquiring in the first place as to whether the Conference had been able to establish any *fixed scale of charges* for services rendered by forwarding agents in London, and in the second place criticising a charge of 7s. 6d. made in connection with a particular consignment of machinery, apparently imported. It was decided that the Secretary should reply that no fixed scale of charges was in operation, but that an opinion could more fairly be formed as to the particular charge criticised if full particulars were disclosed.

(b). Letter from a trade Association asking for some idea of the charges usually made by members of the Conference. It was decided that the Secretary should reply that there were no *fixed charges* generally applicable, but that if the Association had in mind the needs of any particular trade, the Council of this Conference would, at any time, be glad to consider proposals representatively.

(c). A letter from the Verein Hamburger Spediteure *re commission for forwarding agents.* The German Association was complaining that its members had no commission paid to them on certain business and had to rely for remuneration upon the rebate system. They alleged that the trouble lay with the attitude of the British Steamship Lines, and suggested that a proposal should be made to the ship owners that 2½ per cent. commission should be payable to the forwarding agent, on the strict condition that it was not passed on to the sender of the goods. The President decided to reply that any pressure which it might be desirable to bring to bear on the Steamship Lines in this matter should, in the first place, come from the Hamburg Association, and that the London Conference would be glad to be kept advised at each stage as to the trend of negotiations, so as to be in a position to assist the more intelligently if the subject should be raised in London through the British Steamship Companies.

(d). Letter from the Verein Hamburger Spediteure regarding co-operation between forwarding agents in London and agents in Germany. This letter—being found to embody a *proposal for the closer inter-working between the members of the Hamburg and the London Associations respectively,* coupled with a suggestion that some financial inducement should be given to German forwarders in consideration of their confining their orders to members of the London Conference—was referred by the Council to the German Section of the Conference for preliminary consideration and report.

(e). Letter from a member asking for information as to the approved and regular *charges for making out certificates of origin* in respect of shipments to the Argentine and Uruguay. The Secretary was instructed as to a reply.

Matters Referred from the German Section.

(a). A question raised by a member who wrote regarding difficulty in recovering *Customs duties overpaid in the case of consignments taken overside* and landed at their *own wharves* for Customs' examination. This firm were asking whether any other agents had experienced like difficulty with themselves in inducing H.M. Customs to consider overpayment refunds on Over Entry certificates tendered in respect of goods landed in such circumstances. It was generally felt that, since these goods were in fact stated to be under Customs watch on the barge, and examined by the Customs at a "sufferance" wharf, they should rank in respect of Over Entry claims in exactly the same category as goods landed for Customs examination at a P.L.A. or any public wharf. It was decided that the Secretary should send a copy of the letter to certain member firms owning wharves of their own who might be able to supply some evidence. Subject to their replies, it was further decided that if the firm raising the matter would give some exact particulars, representations might, at the President's discretion, be made to H.M. Customs.

(b). *Quotations "per thousand kilos."*—It was explained that during the hearing of a recent case in the Courts, some substance was attached to the interpretation of the phrase "per ton," occurring in a quotation in respect of goods originating from Continental towns. Members of this Conference had decided that the phrase meant "per ton of a thousand kilos," and the German Section had advised its members to take care to avoid the use of the phrase "per ton" and to say that their quotations were made "per thousand kilos." They now recommended that the Council of the Conference should arrange for all members of the Conference to be circularised in this sense.

Reports of Chairmen of Sections.

(a). *Air Section.*—The Chairman reported on the recent work of this Section, particularly with reference to an interview which had taken place between representatives of the Section and the Management of Imperial Airways, Ltd., on the vexed question of A/A rates and sundry other matters connected with the transport of goods by air route, principally between London and Paris. The principal feature of the interview had been the friendly attitude of the Company's representatives and their evident disposition to recognise in future the status and machinery of the London Conference in matters affecting "Forwarding" policy and practice. Certain information had been asked for, which the Committee of the Air Section were endeavouring to elicit from their own members through a circular questionaire.

(b). *American Section.*—In the absence of the Chairman, the Acting Secretary made brief reference to July/August meetings of the American Section, and particularly to a visit received from the Chairman of the Liverpool Association when matters of mutual interest between Liverpool and London had been discussed at large. The Section was still concerned over the difficult question of Through Bills of Lading, and some apprehension had recently been created by a suggestion that one of the Steamship Lines was making direct "through" quotations to inland destinations on a basis which could not possibly show any profit to the Company in respect of forwarding agency services proposed to be included.

(c). *German Section.*—The Chairman reported as to the recent proceedings of this Section with particular reference to a discussion on policy in relation to the new P.L.A. schedule of charges on inward Continental parcels. The Section had agreed that no collective action could usefully be taken until members had had an opportunity of testing the operation of the new schedule in actual practice. It appeared that in point of fact, the schedule did not give what *prima facie* it had appeared to give, *i.e.,* a fixed inclusive rate to cover Customs opening, since the rates set out in the schedule were subject to the qualification that if special circumstances called for extra opening, etc., extra charges might be imposed at discretion.

(d). *French Section.*—The Chairman made brief report re the French Section and arising out of a matter brought forward within this Section the Acting Secretary reported as to:

Deputation to the Railway Clearing House re Railway Rates Charged on Parcels for Export Delivered Intermediately to Agents' Warehouses in London.—The President, with Mr. Turvey, Mr. Stockwell, and Mr. Challis (for the Secretary), had attended the Railway Clearing House on August 30th, by appointment, to interview representatives of the Railway Managers as to the possibility of reinstating a concession which had obtained from 1911 to 1921, whereby parcels from inland centres en route to the Continent, and dispatched at export rail-rates, should be allowed to be delivered to forwarding agents premises in London for subsequent forwarding abroad, thus giving the agents an opportunity of "grouping" parcels destined for particular centres abroad. The Railway Managers stated that the earlier concession had been found to be abused by certain agents, and that the Railway Companies really had no safeguard which it was practicable to enforce against the mis-declaration of parcels when handed in at provincial depots, and which, though granted export rates on the Railway were, in fact, never sent abroad at all by the London agents to whose premises they were diverted. The matter had been discussed at large at the interview, and certain particulars had since been given by the Secretary to the Railway Clearing House. Further communication was now awaited from the Railway Managers.

Annual Dinner.—The Acting Secretary reported that the Dinner was definitely fixed to take place on Monday, November 25th. The tickets would cost 12s. 6d. each, and the

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announcing circular to members would be sent out about the middle of October. The Dinner Committee had held some meetings to determine the principal speakers, and also the general list of guests to be invited by the Conference.

The gentlemen invited to be the principal guests, and to speak to the toasts were: Mr. G. M. Gillett, M.P., Parliamentary Secretary to the Department of Overseas Trade; Sir Geoffrey Clarke, Acting Chairman of the Council of the London Chamber of Commerce; and Sir Ernest Benn, Bart. The two last named had accepted the invitation, but a reply from Mr. Gillett was not yet to hand.

International Chamber of Commerce.—The President had received a letter from Mr. Robertson, signifying his wish to resign his appointment as representative of the Conference at meetings of the International Chamber of Commerce. The Council approved of the letter of regret and of thanks for past services, which the President had already addressed to Mr. Robertson on behalf of the Conference. With regard to the representation on the International Chamber of Commerce, it was proposed and unanimously agreed that the President should himself in future be the nominal representative of the Conference for this purpose, and that it should be left to his discretion, as need arose from time to time, to appoint some suitable member of the Conference to attend meetings as his substitute in cases where agenda items seemed to call for special knowledge of any particular kind.

Affiliation Arrangements with the British Association.—At the President's suggestion, proposals were submitted for affiliation between the London Conference and the British Association, and some discussion took place.

It was eventually decided that further consideration of the subject should be adjourned, and a special meeting of the Council should be called with the object of disposing of this question. The Secretary, in the meantime, to circularise an outline of the proposals to the members of the Council.

New Cuban Regulations.—A member of the Council raised a question as to the new "Shipping Instructions" issued by the Cuban Government. Mr. Duffett explained that these had now been considerably modified as a result of representations made by the London Chamber of Commerce and other bodies, and, in case these should not generally be known to members, it was agreed that the Secretary should circulate the latest information with the Minutes of the meeting.

White Cross Line.

The advent of a new steamship line is worthy of special note and is a happy omen for the future of our great shipping industry, showing that the spirit of adventure and enterprise for which this country has been so long pre-eminent has not departed from her. Newport, Mon., has a splendid record for progressiveness and has built up a great connection with all parts of the world through the docks and the ships which sail therefrom.

The White Cross Line has its headquarters at Trident House, Newport, and the managers are Pardoe-Thomas & Co., Ltd., and the fleet of new vessels will comprise fifteen, varying from 6,500 tons to 8,000 tons, of these four have already been delivered and the remainder are due at intervals up to December, 1931.

In a foreword to a brochure, the managers state that the line is independent—free, and its aim and policy is to work without the questionable "Deferred Rebate System."

An Interesting Demonstration Car.

With the idea of introducing their Coffee Extract to the public all over the country, Messrs. J. Lyons & Co., Ltd., have put into service an improved type of demonstration car.

The chassis is a 20-h.p. "Guy," having an overhead valve engine, and a dropped frame, and is especially suited to fast work. The specially built body has several interesting features. Two urns for boiling water and one for hot milk are fitted. The latter has an electric "Tell-Tale," which rings a bell when the milk reaches the correct temperature.

The water is carried in a tank above the driver's cabin, being connected to the water urns and the water jacket of the milk urn. It is heated by Primus burners. A special ventilation cowl in the roof carries off the steam.

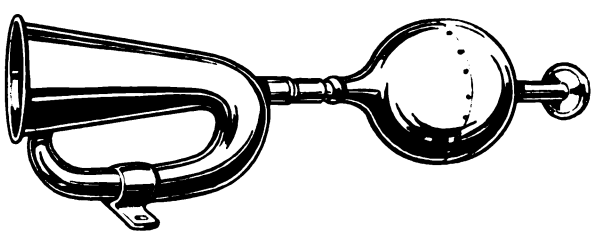
A 20-H.P. "GUY" IN THE SERVICE OF J. LYONS & CO., LTD., FOR DEMONSTRATION PURPOSES.

The cups and saucers are carried in breakage-preventing containers, and cupboards are provided for stock and other articles. There is a washing-up tank, with separate heating apparatus. A petrol engine drives a dynamo for supplying electric light, and storage batteries are also fitted.

Within a few minutes of arriving in a market-place, the car can be opened up and made ready for demonstration work. Free sample cups of coffee are handed to the by-standers, having been freshly made in the car.

"Lockgard" Bulb Horn.

What is claimed to be a practically indestructible Bulb Horn has been patented recently by Barrett Wakefield (1928), Ltd., Motor Accessory Manufacturers, Crown Works, Lozells Road, Birmingham. This horn has been designed especially to meet the needs of drivers of heavy vehicles. To overcome the tendency of bulbs to split at the neck the makers of the "Lockgard" Mechanical Bulb Horn have patented an adaption by which the bulb is completely enclosed in a metal shell which is so shaped that the bulb gets protection from distortion at every part, thus avoiding the sagging which is so commonly a cause of trouble. The bulb is kept in the dark thus preserving the rubber upon which light has a bad effect. The air is pumped through the reed by means of a mechanically operated plunger. This is claimed to have two advantages over the usual method of applying pressure by the fingers. In the first place, because of the contour of the shell, all the air in the bulb is driven through the bulb thus giving a far more resonant note than is usually obtained. In the second place it is far easier to operate the plunger than it is to continually squeeze a bulb. In fact it is possible to keep up a continuous note for a considerable time with very little effort on the part of the driver. The adaption can be very quickly fitted to any existing make of horn; a complete horn need not be purchased; all the manufacturers require to know is the type and make of horn to which it is desired to fit the adaption. The price of the horn complete is 25/- and for the adaption only 12/6. The manufacturers' London agent is Thomas P. Headland, Pearman Street, Westminster Bridge Road, London.



THE "LOCKGARD" MECHANICAL BULB HORN.

REUTERS TRADE SERVICE.—By special arrangement with Reuters Trade Service we are publishing news items from all parts of the world dealing with transport matters.

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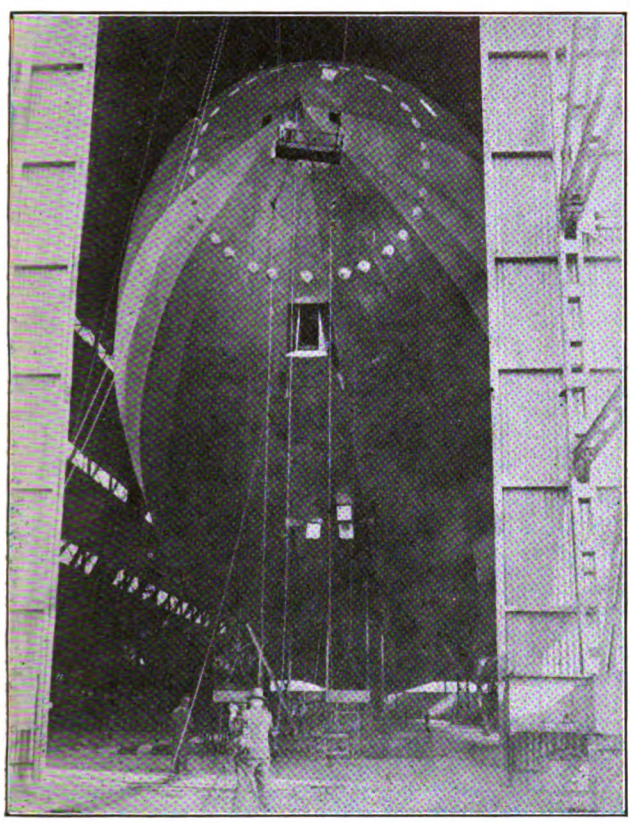
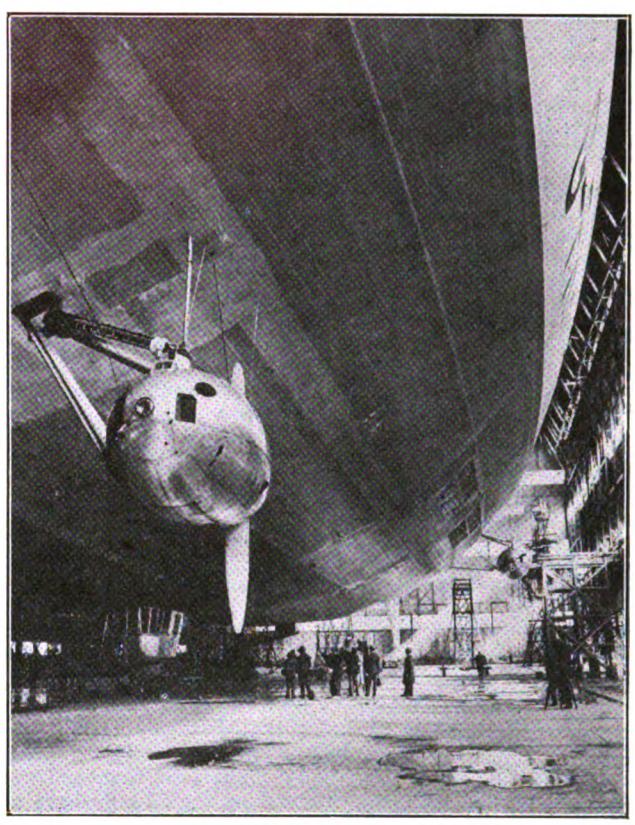
The Airship R101.

A Visit to Cardington.

The Airship R101, built at the Royal Airship Works, Cardington, near Bedford, by the Air Ministry, with her companion airship R100, constructed at Howden, Yorkshire, by the Airship Guarantee Co., are the largest airships yet built. Many rumours have been abroad as to these vessels, and doubts have been expressed as to whether they would ever be completed. They are now ready for their trials and we were privileged to inspect the R101 on Wednesday, October 2nd last. The decision to proceed with the construction of these gigantic airships was made in 1924, at which time the largest vessel built was little more than half the size of the new rigids. Many novel problems had to be solved as a result of the immense size and the desire to use heavy oil instead of petrol. Three years of experimental work was required to meet these new conditions and to carry out thorough tests before proceeding with the erection of the vessel. Entering the huge shed, one is struck at once by the beautiful lines of the gigantic airship, glistening in the sunshine. Proceeding to change our shoes for rubbers,



SHOWING THE NOSE OF THE R101 PEEPING OUT OF ITS SHED.



A CLOSE-UP VIEW OF THE R101 SHOWING ONE OF THE ENGINE GONDOLAS.

we were conducted in parties over the airship, inspecting the ample dining and sleeping accommodation, and admiring the spacious lounge, which is the width of the vessel, with observation windows each end. The electrical kitchen installation is complete in every respect, and the accommodation for the crew is arranged with special care for their comfort.

The gas capacity of R101 is approximately 5,000,000 cubic feet, giving a lift of something over 150 tons. Her length is about 732 feet, her maximum diameter about 132 feet, her height including control car about 140 feet. The length, diameter ratio is, it will be seen, 5½-1. The shape was adopted after exhaustive model tests at the National Physical Laboratory, which shewed it had good aerodynamic efficiency. Structural considerations have hitherto prevented the adoption of a really good shape, but in the design of R101, these limitations have been removed.

The passenger accommodation is located on two decks inside the ship in the bottom portion of bays 6-7 and 7-8. The upper deck has an area (exclusive of the promenades) of 5,550 square feet. The lower deck has an area of 1,730 square feet, which can be increased later, if found necessary, to approximately 4,000 square feet, by means of side wing decks.

The upper deck carries a large lounge with promenades on either side, from which the passengers may obtain an outward view through windows in the outer cover. This deck also carries a separate dining room for 50 persons, and a number of two-berth sleeping cabins. It also carries washing accommodation which consists of hand basins arranged in cubicles.

The lower deck carries the Captain's control room, and beneath this a control car projects outside the outer cover. There is open communication between the control room and the control car. There is a separate wireless cabin adjacent to the control room.

The kitchen with its electrical cooking arrangements, is located on the lower deck, and a small lift communicates between this and the dining room on the upper deck.

The lower deck also carries the electric distribution room and a ventilating chamber. From this chamber an electrically driven fan circulates the air in the passenger accommodation through a large radiator fed by steam from two of the airship's main engines, and induces a proportion of fresh air from outside. When the heat is not required, the radiator is lowered outside the hull to be cooled in the ordinary way.

A corridor runs along one of the bottom longitudinal girders, and this will be used for communication for passengers between the passenger accommodation and the point near the nose of the ship from which they will enter the ship at the mooring tower. This corridor is slightly larger than that provided in an ordinary train.

The machinery of the airship is carried in five independent power units, each arranged to be self-contained and easily replaced by spare units. Such an arrangement avoids undue delays due to breakdown in the machinery, as a complete power car can be removed for overhaul or repair, and another attached to the airship more quickly than an engine can be taken out of a car and replaced.

It was originally intended to fit variable pitch propellors to enable all the engines to be reversed. The development, however, of such an airscrew for the Tornado engine, is not yet complete, and consequently R101 will, in the first instance, take the air with four engines to go ahead, and one to go astern.

The effect of this arrangement in conjunction with the

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fact that the horse-power of the engine is lower than that for which the R101 was designed, means that while the airship on her trials should attain a top speed of about 70 m.p.h. with a cruising speed of about 63 m.p.h., she will not attain her design (top) speed of about 80 m.p.h., until more forward power is available.

Each unit contains a Beardmore Diesel Engine of 585 h.p. driving an airscrew. There is also a small auxiliary engine by which the main engine is started through a Bendix gear. This auxiliary also drives an air compressor in two of the units, the compressor being required for the transfer of fuel in the ship. In the other three units an electric generator is fitted in place of the compressor, this generator can be driven by the auxiliary engine when the ship is not underway. When, however, the ship is proceeding at speeds in excess of 60 miles per hour, the generators are driven by variable pitch windmills which automatically keep the speed of rotation constant.

There are two important respects in which this engine unit differs from those of earlier airships:

(1). The fuel used is a heavy fuel oil of which the flash point is considerably higher even than the oil used as fuel in ships' boilers. The specification of this oil has required considerable care, because while a very high flash point has been achieved, it has been necessary to accept only oil which will not thicken at the low temperatures which will be experienced in flight. The oil actually used has a flash point of 210° F., and flows satisfactorily at temperatures down to 0° F.

(2). The engine is of the water-cooled type, but is arranged so that instead of circulating water through the radiator, steam only passes to a condensing radiator. This has the important advantage of enabling the radiator to be placed at any convenient distance from the car without involving the prohibitive weight which would result if the radiator and connecting pipes were filled with water. In those engine cars which are near the passenger space, arrangements have been made for delivering the steam to a radiator which will be used for heating the passenger accommodation. When this heating is not required, the steam radiator is lowered so as to project below the outer cover of the airship and be cooled by the passing air. When the passenger heating system is in operation, the cooling of these engines will be achieved without any increase of the resistance of the airship.

The Diesel type engine, in addition to the greatly increased safety which it gives through the use of heavy oil, has the advantage of increased reliability through the elimination of carburetters and magnetos. It is also economical both as regards the quantity and the price of the fuel it consumes. A given quantity of oil fuel gives about 25-30 per cent. greater range than does the same weight of petrol, whilst the oil fuel costs approximately £5 a ton as against £25 for a ton of petrol.

Until the airships have been put through their trials, no detailed figures can be given as to this—much depends, for example, on fuel consumption. As has been stated, however, in the House of Commons, the useful load of R101 has been to some extent sacrificed in order to embody certain experimental developments which were felt to be of great importance for the future, *e.g.*, the unbraced ring, and the heavy oil engines. Consequently cabins for 52 only have at present been fitted. Details of the lounge, smoking and dining accommodation are given elsewhere.

Tests and Trials.

A very complete series of tests have been carried out on the equipment of R101 during the course of construction.

These include tests of:—

(1). Fuel and water ballast containers, pipe lines, etc., including the transfer of fuel and water from one part of the ship to another. Rate of discharge of water ballast, etc.
(2). Electrical installation for lighting, power and cooking.
(3). Rudder and elevator controls for operation by power and by hand.
(4). Gas valves, for automatic and hand operation.
(5). Wireless installation.
(6). Engine units, including running of each power car when in position on the airship. This is in addition to extensive tests on the special gantry and engine acceptance tests at the makers' works.
(7). The mooring and handling equipment including mooring force indicators in the bow.
(8). Fin loading.

When the airship is air-borne, that is when all erection, staging, and suspensions, etc., have been taken away, and the ship is maintained in equilibrium by the lift of the gas, lift and trim trials are carried out to ascertain the actual lift of the airship and to check the correct distribution of all fixed and movable weights about the centre of buoyancy.

The trials of the two airships will, it is anticipated, occupy 3-6 months at home, and will be carried out from the R.A.W., Cardington. These flights will be of a progressive nature, and will ultimately be extended to the bases abroad. The shed trials of R101 have been carried out, and those of R100 are nearing completion. The home flight trials of the two airships will follow each other.

The Airship Directorate.

Squadron Leader R. A. B. Colmore, Deputy Director of Airship Development, is in charge of the Airship Directorate under Air Marshal Sir John Higgins, Air Member of Council for Supply and Research.

The Directorate is divided into five divisions.

Lieutenant Colonel V. C. Richmond, the chief designer of R101, is in charge of research and design. His chief assistant on the research side is Squadron Leader F. M. Rope, and Wing Commander T. R. Cave-Browne-Cave with Mr. Fitzgerald, on the engine side.

Major G. H. Scott, C.B.E., A.F.C., the officer in charge airship flying.

The works manager is Mr. R. S. Hubbard.

Flight Lieutenant S. Nixon has been responsible for the ground organisation at home and abroad.

The Secretary and Accountant is Mr. D. J. Evans.

The Ships' Officers.

Major G. H. Scott, C.B.E., A.F.C., the officer in charge of airship flying, will be responsible for the flight trials of both airships. Squadron Leader E. L. Johnson, A.F.C., R.A.F.O., will be navigating officer on each ship during flying tests.

Each airship will have a crew of 50 officers and men.

Flight Lieutenant H. C. Irwin will be Captain of R101, and with him will be Lieutenant Commander N. G. Atherstone as 1st Officer, and Flying Officer M. H. Steff as 2nd Officer.

Squadron Leader R. S. Booth is to be Captain of R100, and Captain G. F. Meager 1st Officer.

A crew is normally divided into three watches, of which two watches are already engaged and trained for each airship. The third watch, which will be drawn in each case from men employed on the construction of the ships, will be transferred to the operational side when flight trials begin.

Amalgamated Horse and Motor Owners' Association.

Several matters of importance were dealt with at the meeting of the General Council of the Amalgamated Horse and Motor Owners' Association, Ltd., Manchester, held last month at the office of the Association in Corn Exchange Buildings, Manchester. Mr. J. Walker presided, and there were also present:—Messrs. J. Clegg, T. Raynor, W. Gee, S. Berry, W. Mitchell, G. W. Leggott, S. Kay, J. G. Thompson, W. Farnorth, Councillor J. Eastham, and Mr. J. S. Howarth (Secretary).

The secretary read further correspondence which had passed between the Amalgamated Horse and Motor Owners' Association and the Master Farriers' Association on the subject of shoeing charges and reported that a conference between representatives of the Association in the districts affected, and representatives of the Master Farriers' Association has been held at Bolton, when the whole question of the charges for horse shoeing in Bolton, Bury, Radcliffe, Heywood and districts, was discussed. It was decided that the two districts of the Master Farriers' Association should be requested to meet together to discuss the whole position again, to see if they could not agree to reduce the charges equivalent to the other districts.

A member stated that a Leeds firm had sent a sample of a steel shoe, with a rubber bar attached, to the Bury Corporation, submitting that this shoe can be fitted and that it would last three times the length of the ordinary shoe.

It was suggested that the secretary should write the firm in question asking for a sample shoe and full particulars, so that the Committee could consider same.

The Secretary reported that the Commercial Motor Users' Association had been considering the problem of weak and restricted bridges, and had taken this matter up with the Minister of Transport. The Birmingham Association had also been acting on parallel lines and had requested the Minister of Transport to deal with inadequate bridges as soon as possible.

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Railway Notes and News.

L.N.E.R. Appointments.—We are officially informed by the London and North Eastern Railway Company that the following appointments have been made:—Mr. G. Mills, Assistant to Chief General Manager (Rates and Statistics), to be Assistant to Goods Manager, Southern Scottish Area, in succession to the late Mr. W. Calder. Mr. H. S. Cole, late Company's representative in Australia, to be Dock Superintendent, Western Docks, Hull, in succession to Mr. W. H. Waugh.

Sir Henry Thornton's New Appointment. Director of the Royal Bank of Canada. — Sir Henry Thornton, K.B.E., President of the Canadian National Railways, and at one time General Manager of the Great Eastern Railway of England, has been appointed a director of The Royal Bank of Canada. Since going to Canada in 1922, to take charge of the Dominion's State-owned railway system, Sir Henry Thornton has become one of the outstanding figures of Canada's national life, and he has effected, as President of the Canadian National Railways, one of the most remarkable railway re-organisations in modern times. Under his presidency the Canadian National Railways' net earnings have risen in 7 years from less than 3 million dollars to nearly 58 million dollars, and he has been responsible in the past two years for the introduction of new types of motive power and rolling stock which are revolutionising railway practice throughout the world.

Irish Free State Railway Tribunal.—The three members constituting the Irish Free State Railway Tribunal, Judge D. J. O'Brien, K.C., chairman; Mr. H. Mangan and Mr. J. E. Kerr, have been appointed for another year. Their term of five years in office was about to expire, but the Tribunal has yet a good deal of practical work to accomplish, and it appears that another year will be required before the many matters in reference to freights are settled, and so the Tribunal, which is now considering the question of the fixing of standard charges, is continuing in office for the ensuing year and constituted in the same manner as since it was first set up in 1924.

Railway Appointment in Ireland.—It has been announced that Mr. J. M. Irwin, the Irish Traffic Manager of the London, Midland and Scottish Railway Company, will succeed the Right Hon. H. G. Burgess as Director on the Great Southern Railways Company, as representing in that capacity the L.M. & S. Railway Company. Mr. Burgess is retiring from that position, which he has held for some years past, and Mr. Irwin, who was recently promoted in the service of the L.M. & S. Railway Company, is to be his successor on the Directorate of the Great Southern Railways Company.

Engineers' Clever Feat.—A remarkable task was carried out recently by the Northern District Engineers' Department, L.N.E.R., who removed, in its entirety, a huge building at Low Fell, 220 ft. long by 27 wide, with a slate and glass roof and many windows. The structure was moved 100 yards north, and then sideways to a new foundation; and so carefully was this done that not a single slate or pane of glass was broken! The work was under the direction of Mr. F. E. Harrison (district engineer), Mr. F. Colbrook (assistant engineer) and Mr. T. Henderson.

Railway Statistics.—The railway statistics for June, 1929, have been published by the Minister of Transport and can be obtained at His Majesty's Stationery Office (Price 3/6).

Housing the Staff.—During recent years the G.W.R. have perhaps done more to assist its employees in the housing difficulty than any other industrial employer. Two schemes have been arranged, one to enable the individual members of the staff to obtain their own houses, and the other under which the Company purchased land, formed roads and sewers, granted a lease to a Public Utility Society formed by the staff and assisted financially in the cost of the erection of the houses which the Society lets to its members. Since 1922 some 4,000 houses have been erected under these schemes, involving nearly £2,000,000.

New Zealand Railways. Deficit in Operations.—The statement with regard to the financial position of the New Zealand Railways was presented to the House of Representatives on October 2nd. It shows a deficit on the year's operations amounting to £432,743, as compared with £291,452 last year. The increased deficit is attributed to the unprofitable new lines taken over during the year. The revenue from passenger traffic again showed a small decrease, but freights showed an increase of nearly four per cent.

Air Transport Notes.

Handley Page Bulletin. — The September number of "Handley Page Bulletin," published by Handley Page, Ltd., Cricklewood, London, contains some excellent illustrations. The following is extracted from an article headed "A Visit to Cricklewood." "The many visitors who came to England in the hopes of seeing the Schneider Trophy seaplane race, and who are still here, should make a special point of visiting the Handley Page works at Cricklewood. They will there find much to interest them both in the form of new aircraft and of the latest experimental work which is being carried out on the slot and the slot and interceptor. New Handley Page aircraft include the Hare, one of the most interesting day bombers produced in the last ten years, the Guggenheim machine, which is a special study in super-safety, the giant passenger-carrying machine which is being built for Imperial Airways, Ltd., and which will carry 40 people in two large saloons, and the various heavy bombing aircraft, such as the Hinaidi, which have achieved a pre-eminent position among such types. They will also be able to examine for themselves the new interceptor device, which gives a lateral control at all speeds more powerful than has hitherto been thought possible, and the interconnected automatic slot and wing flap, which gives an exceptionally wide speed range combined with the special safety qualities associated with the ordinary automatic slot. . . . Visitors to England are cordially invited to make a tour of the Cricklewood works before they return to their home countries."

"The Book of the Moth" and the "D. H. Gazette."—We have received copies of "The Book of the Moth" and "The D. H. Gazette." The former, besides embodying a specification of the prototype of light aircraft, represents a sincere attempt to foster the spirit of the air by discussion of the questions to which every potential owner of a private aeroplane naturally seeks an answer. It is published in English, French, German and Spanish. "The D. H. Gazette" was started three years ago as the "house organ" of The de Haviland Aircraft Company, of Stag Lane Aerodrome, Edgware, Middlesex, and now has a world-wide mailed circulation of some 6,000 copies.

East African Air Service.—National Flying Services, Limited, have been considering the extension of their activities to areas outside the British Isles. It will be remembered that prior to the formation of the company, the Chairman, Captain the Rt. Hon. F. E. Guest, foreshadowed the possibility that this organisation might ultimately provide feeders or branch lines to the main Imperial Air Routes. This possibility has now been given concrete hope by the decision to open an aeroplane service covering certain districts in East Africa. It is proposed to open an office at Nairobi, capital of Kenya Colony, and to inaugurate an air taxi service between the various centres of population. As soon as the main Cape to Cairo air route is in service, this local organisation will be in a position to take passengers from outlying centres to the main stations on the Trans-African route, and it is hoped by this means considerably to popularise the trunk service to be inaugurated by Imperial Airways, Limited, and their collaborators. National Flying Services, Limited, have satisfied themselves that there is a very great potential demand for the facilities which they will be able to afford, for example, the use of their machines will bring Government servants or settlers, either on leave, duty or business, many days nearer to England. No person will be obstructed by the fact that during a long period every year the roads are generally impassable. With regard to internal lines, the linking up of such outlying communities as the soldier settlements, at present over 200 miles from Nairobi, with the main centres of population should greatly increase the amenities of the country.

Dutch Winter Air Services.—The Royal Dutch Air Lines announce that the winter service, which began on October 7th, will embrace a daily return service with London (Croydon) and a daily return service with Paris and Brussels, but there will be no service on Sundays. The winter service of the German Luft Hansa will not begin until November 1st. Until that date all parts of North, Central and South Germany will be served daily by air.

Holland—East Indies Air Mail.—A regular fortnightly air mail service between Holland and the Dutch East Indies was inaugurated last month when a triple-engined Fokker plane, piloted by M. Smirnoff, left for Budapest, the first stopping place on its long journey.

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News from the Ports.

Merseyside Area.

Liverpool Shipping and Forwarding Agents' Association.—At the September meeting of the Council of the Liverpool Shipping and Forwarding Agents' Association, a number of matters of importance were raised, but none of these can be publicly commented upon at the present stage. Another meeting was held in the early part of this month and the annual general meeting of the Association is due to take place next month.

The Technique of Shipping and Forwarding.—Mr. S. L. Jude, of Messrs. R. W. Stewart and Co., and the secretary of the Liverpool Shipping and Forwarding Agents' Association, will, during the winter months, take a series of classes at the City of Liverpool School of Commerce. Special courses on subjects primarily of interest to those connected with the shipping industry have been arranged in consultation with the Liverpool Shipping and Forwarding Agents' Association (Inc.), the Liverpool Steamship Owners' Association, the Liverpool District Association of Chartered Shipowners and the Liverpool Shipping Staffs' Association. Mr. Jude will tutor the second year students and will deal particularly with the duties of shipping and forwarding agents. The scope of his lectures will embrace:—Definition; Historical survey; main two divisions—inward and outward freight; Outward Freight. Piece and other manufactured goods. Operating the outward consignment. (a) At works and en route to Liverpool; (b) at Liverpool (including Shipping Agents' office routine). Inward Freight. Cotton wool, seeds and general produce. Operating the inward consignment from ship to destination. Land and water transport as it affects the shipper. Shipping documents and terms—their uses and meanings. River Mersey and growth of Port of Liverpool; the natural gateway to the West; the industries of Lancashire, Midlands, Yorkshire and Potteries, and their influence on the Port of Liverpool. The Passenger Agent; his service to the shipowner and traveller. Tourist traffic. Emigrant traffic. Office routine.

Medal for Traffic Official.—The paper "The Labourage Policies of Port Authorities," which was read before the Institute of Transport some time ago, has earned for its author, Mr. J. F. R. Wiggins, of the Traffic Department of the Mersey Docks and Harbour Board, The Institute of Transport Water Transport Gold Medal, donors, The Dock and Harbour Authorities' Association.

Certificates of Origin.—The Council of the Liverpool Shipping and Forwarding Agents' Association has been advised that certificates of origin issued in connection with shipments to Turkey must state weights (gross and net) in kilogrammes. Many shippers give these particulars only in English weights, and the custom authorities in Turkey take exception to this. In future certificates of origin on which the weights in kilogrammes are not stated, will be returned to the senders to be completed. Another point which has been engaging attention is that the "primage duty" of one per cent. ad valorem charged on goods entering New Zealand has been increased to two per cent., which is payable on all goods other than a few specially exempted articles imported into New Zealand. Shipping and forwarding agents who may desire any further information on the above matters should place themselves in communication with the secretary of the Association, Mr. S. L. Jude.

Consular Note.—Mr. Johan Vogt, Jun., has been appointed Vice-Consul for Norway in Liverpool. His father, Mr. Johan Vogt, is Consul for Norway, a post which he has held for many years. Mr. Vogt is associated with the well-known firm of shipbrokers, Messrs. Vogt and Maguire, of Liverpool, Manchester, Preston, etc.

Manchester Area.

Ship Canal Traffic.—We have received from the Manchester Ship Canal Company the monthly approximate traffic returns for August. This shows receipts for the month of £115,359, against £112,091 in August last year, an increase of £3,268. In only one month so far this year have the traffic receipts fallen below those for the corresponding month of last year—though in all but one instance they have fallen below those for the corresponding month of 1927—and the total for the first eight months of this year is £973,701, against £953,876 for the corresponding period of 1928, showing an increase of £19,825.

Progress of the Port.—Manchester continues to maintain its high place in the list of British seaports notwithstanding the handicaps of trade dislocation and short time working. The cotton season ended with an increase on last year's imports. The total number of bales received up to the end of July was 679,352, as against 558,823 for the previous season. This satisfactory result is partly accounted for by the reduction of the Ship Canal Company's toll. Of the Egyptian cotton imported during the last season and retained for manufacture in the United Kingdom, Manchester received 186,000 bales and Liverpool 177,000 bales. The enterprise of the Ship Canal Company in developing Ellesmere Port and giving it facilities for dealing with all kinds of traffic has been quickly rewarded by the introduction of a big industrial undertaking in that district.

Tyne and Tees Area.

Tyne Crossing Schemes.—No further stage of importance has been reached in the vexed Tyne crossing question, by tunnel or bridge, but business circles in both North and South Shields is unanimous that an adequate transport crossing is vital to the future prosperity of the two harbour towns, especially in these days of ever-increasing motor traffic. Meanwhile, the steam ferry boats maintain a frequent service.

No Idle Shipping.—When the Tyne Improvement Commission met in September it was stated there was no effective tonnage laid-up in the river, and that coal and coke exports were suffering from lack of tonnage. At the close of the North-East Coast Exhibition, the Commission's fine model of the Tyne will be sent to the International Exhibition, which is to be held at Antwerp. Continued improvement in trade on the Tyne was reported. River dues for July and August showed an increase of £11,000 over the corresponding months last year.

Coaling Charges on Tyne.—At a luncheon given by Tynemouth Corporation to the directors of the British Trawlers' Federation, Sir John Marsden, of Grimsby, stated that the charges made on the Tyne for vessels coming in to coal compared unfavourably with those of other ports. In reply, Mr. H. J. Moscrip, assistant general manager of the Tyne Improvement Commission, stated that the Tyne charges were little higher than those at Blyth, and that the conditions were altogether better.

New Wearmouth Bridge.—This imposing structure at Sunderland has been completed well ahead of the scheduled time by Sir Wm. Arrol & Co., Ltd., of Glasgow. Workmen are now busy demolishing the stone columns which supported the old bridge.

New Bridge for Tees.—The Ministry of Transport has agreed to bear 75 per cent. of the cost of a new £600,000 scheme to throw a bridge across the River Tees at Newport. The work, however, could not be begun earlier than the summer or even autumn of 1930. It should provide welcome work for Middlesbrough and district.

New Graving Dock.—The new graving dock of Smith's Dock Co., Ltd., at North Shields, is now open. It replaces the old No. 5 dock. More than 130,000 tons of earth have been excavated and dumped at sea, and 60,000 tons of concrete were used in building the walls and floor. The new platers' shed is one of the finest and best equipped of its kind in the world. Mono-rail cranes travel through it. The dock is 480 ft. long and 68 ft. broad at its entrance.

Blyth Coal Export Record.—At the September meeting of the Blyth Harbour Commission, the figures submitted as to coal export showed an increase of 17 per cent. on 1913 and 23 per cent. on 1928. A further reduction in harbour dues has been made, so as to keep Blyth in the forefront as the cheapest port on the North-East Coast.

Jarrow Slake's Future.—Keen interest is being manifested in the proposed development of Jarrow Slake under the Government's scheme for alleviating unemployment in industrial areas. While it is unlikely that the Slake will ever be converted into a dock, as had been suggested, staiths may be erected along the river front for the loading of coal and coke and unloading of cargoes such as iron ore.

Quay Extension.—The Tyne Improvement Commission is extending its riverside quay and transit shed at the Albert Edward Dock, a fact which speaks eloquently of good business, both present and prospective.

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Clyde and Forth Area.

De-Rating Benefits. — An amount of approximately £81,000 relief from local rates due to de-rating will be apportioned to users of the Clyde Navigation Trust undertakings. Shipbuilding is not, however, to receive any rebate. At a meeting of a special committee Sir William Raeburn, Bt., said that when they came to consider the whole question of apportioning the relief shipbuilders might be wondering why they had not been included. When they came to deal with the figures they would realise that the relief would be a mere bagatelle to the biggest shipyard on the Clyde, and just a drop in the bucket to the smallest. It was far better to grant the relief to the trades which could very well do with it. The recommendations which were approved include a 30 per cent. rebate from the revenue derived from coal, coke, gas, iron, ore, etc. A 30 per cent. rebate is also recommended from the revenue derived from all coastwise goods, inwards and outwards, and 15 per cent. from the revenue derived from the rates on the gross registered tonnage using the graving docks.

Overtime at Docks.—Negotiations are still proceeding between the Transport and General Workers' Union and the East of Scotland coal exporters regarding Saturday overtime. The ports affected are Leith, Grangemouth, Bo'ness, Burntisland, Methil, and Granton. The exporters claim that a number of vessels are delayed over the week end. They propose that the men should work overtime on Saturdays for which they would be paid one third more than the tariff rates. The men refuse to work and the position will be reported to the National Docks Committee of the Union.

Bo'ness Dock Extension.—Some further progress has been made with the proposed extension of the dock and duplication of the railway line from Manuel Junction to the terminus. Mr. E. Shinwell, M.P., the Financial Secretary to the War Office, attended a conference at Bo'ness and said the Ministry of Transport had been in communication with the London and North Eastern Railway Company as the local harbour authority and had been informed by the chief general manager that the proposal for the extension of the dock accommodation was at present receiving the very careful consideration of the Company under the latest Government Development Act. The railway company are in sympathy with the proposal and the question was one largely of finance.

South Wales Area.

De-rating and Coal.—According to a statement at Swansea Chamber of Commerce by Mr. Chubb Jones, president, the effect of de-rating on coal will be, as regards dock charges, a rebate on halfpenny per ton on coal shipped in ordinary wagons and three-farthings per ton on coal shipped in 20 tons wagons. The ordinary wagon is, of course, ten tons capacity.

Railway Rebates.—Mr. Poole (Coast Lines, Ltd.), at a recent Swansea meeting, raised the point of why railway companies should give a rebate of 4d. per ton on tinplates for foreign export and only 7½ per cent. on wharfage rates, which works out at approximately ½d. per ton, on tinplates shipped coastwise? He contended that the bulk of tinplate shipped coastwise from South Wales went to other ports for export, and contended the present arrangement unfair to coast trade which had fostered tinplates trade. Mr. Chubb Jones said it ought to be borne in mind that the railway companies in dealing with such charges looked upon coastwise service as direct competition with railways and, possibly, their answer was that competitors could hardly expect fullest rebates. On the question of whether coastwise tinplate pays a double charge, however, a traders' committee will examine the matter.

Severn Bridge, Beachley-Aust, Vetoed.—The Great Western Railway Company has now replied to the local authorities who urged upon the company the desirability of erecting a combined road-rail bridge over the lower Severn from Beachley to Aust, that the cost of such a scheme is prohibitive having regard to all factors. It has been pointed out that such a bridge might be detrimental to Severn navigation and commerce and might interfere with the Severn barrage scheme.

Shipbrokers' Officials.—The Bristol Channel District of the Chartered Shipbrokers' Association has elected Mr. John Williams, Swansea, to be chairman of the branch Association for the ensuing year, and Mr. Edgar James, Cardiff, to be vice-chairman. Mr. Williams is manager of Messrs. Richards, Turpin, Shipping (Ltd.), Swansea, a position he has held fifteen years. Mr. James is a native of St. Mellon's.

Humber Area.

Dock Improvements.—Goole is delighted to know that the London, Midland and Scottish Railway has earmarked over £100,000 of the money accruing to it from the abolition of the passenger tax to improvements there, and Hull and Grimsby are anxiously awaiting the announcement of the London and North Eastern Railway Company of their allocation of the same fund. Both ports have many things they want the railway company to do for them.

Humber Shipping.—This continues to show some improvement, the increase in the arrivals in dock being very acceptable. Coal exporters are growing busier, and future prospects are bright.

Pilotage Rates.—The Humber pilots, in an appeal to the Board of Trade, have got the better of the shipowners. A few years ago the shipowners succeeded in inducing the Board of Trade to make a reduction of 50 per cent. in the pilotage rates payable by vessels entering or leaving the port in ballast. This spring the pilots asked for this reduction to be withdrawn and for a general increase of pilotage rates. The shipowners countered with a request for a general reduction. After an enquiry by one of its inspectors, the Board of Trade has altered the reduction to 30 per cent., and added that at the end of a year they will be prepared, if the pilots so desire it, to consider the introduction of normal rates for vessels in ballast. As to the other rival applications they make no order, but they say that in the event of the ballast rate being abolished at the end of a year they feel that some compensating adjustment might be found necessary, not only in the general level of rates but also in the present distribution of the pilotage burden as between the different classes of shipping. No body of men are more jealous of their rights than the Humber pilots, and their readiness to fight for them under any and every condition has resulted in establishing them in a very strong position.

Irish Ports.

Port of Waterford Improvements.—In the interests of export and import trade at Waterford, some very desirable improvements are being carried out by the Waterford Harbour Board. A deep water jetty, under construction for some months past, is now almost completed, and the grain berth is being deepened. The bed of the river in the vicinity of the port is to be improved so that vessels of 8,000 tons and upwards will be able to berth at all stages of the tide. The Harbour Board are leaving nothing undone to provide facilities for the loading and discharging of cargoes at the port, which is one of the most progressive in the Irish Free State.

Motor Vessels for Belfast-Liverpool Service.—During September the "Ulster Queen," the second of the three motor passenger and cargo vessels built at Belfast by Messrs. Harland and Wolff, Ltd., for the Belfast-Liverpool service of the Belfast Steamship Co., underwent preliminary trials. A sister ship, the "Ulster Monarch," which was the first of the three vessels launched and completed, is now in commission, plying regularly between Belfast and Liverpool, and will have the "Ulster Queen" along with her on the route in future. The third motor vessel, the "Ulster Prince," is still in the hands of the builders.

Dues Collected at the Port of Cork.—At a meeting of the Cork Harbour Board, a report submitted by the Collector of Dues showed that the dues collected from 1st August to 14th September last totalled £11,210 5s. 11d., as compared with £10,720 16s. in the corresponding period of 1928—an increase of £489 9s. 11d.

Clyde Shipping Company's Offices in Waterford.—Mr. William Cuthbert, chairman of the Clyde Shipping Company, accompanied by his son, paid a visit to Waterford recently, and, in company with Mr. J. A. Watt, agent at Waterford for the Clyde Shipping Co., they inspected the offices and business premises of the Company, and the berthage for the Company's steamers at Waterford, with which they expressed themselves well pleased.

Transport Increasing at the Port of Belfast.—The Belfast Harbour Master's report, furnished to the Harbour Commissioners, showed that the total tonnage of vessels which had arrived at the port of Belfast from the 1st January to 14th September, 1929, was:—Coastwise or cross-channel, 1,810,028, an increase of 150,876 tons over the corresponding period of 1928; foreign, 441,964, an increase of 10,232 tons; and non-trading, 51,775, an increase of 869 tons. These in the aggregate amount to a tonnage of 2,303,767, which is an increase of 191,977 over the corresponding 37 weeks of 1928.

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News from all Parts.

Port of Bristol Authority.—The annual report of Mr. Thomas A. Peace, the General Manager of the Port of Bristol Authority, upon the working of the Docks Estate, together with the statement of accounts for the financial year ended 31st March last, contains interesting information. The Report states that during the financial year 1928-9 the depression in trade throughout the county continued, and in the circumstances it is satisfactory to report that notwithstanding the difficult conditions, the Port generally maintained its relative position in the import and export trades. The total expenditure on works, including the extension of the Royal Edward Dock, approved as schemes partly for the relief of unemployment from 1920 to 31st March, 1929, was £1,148,099. The tonnage of vessels resorting to the Port has been steadily maintained throughout the year. The total net register tonnage of vessels from foreign ports was 2,144,522, compared with 2,119,592 in 1928, and is only slightly below the figures for 1925, which was a record year for the Port.

Quick Work at Hartlepool.—The L.N.E.R. report that the s.s. "Corbea Mendi" secured an exceptionally quick despatch at Hartlepool recently. The steamer arrived on Sunday, September 1st, commenced loading 5,951 tons of cargo coal and 810 tons of bunkers on Monday morning, and sailed for Spezzia at 5 o'clock on the morning of Thursday, 5th September.

Danish Car Owners to Run Own Ferry Across the Great Belt.—The United Danish Automobile Owners have formed a company, under the name of The Motor-Owners' Ferry Transport, for the transport of motor cars across the Great Belt, the strait between the Islands of Zealand and Funen and Jutland. The new ferry boat will be 200 feet long, 36 feet broad, depth, without load, 9 feet 6 inches. It is calculated to take 40 to 50 cars at a time, and the cars will be driven straight on to the ferry. Should there be any difficulty about harbour accommodation the ferry will be fitted with electrical turning tables, so that loading and unloading can take place over the sides. A double trip can be completed in three hours, and the rates will be much lower than on the state railways. While these hitherto have shown little interest, says "The Monitor," in an improved transport for motor cars across the Great Belt, they have now reacted to the extent of starting a special motor car ferry between Kalundborg, in Zealand, and Aarhus, on the mainland across the Samso Belt.

White Star Line at the Shipping Exhibition.—At the Shipping, Engineering and Machinery Exhibition, held at Olympia recently, the White Star Line displayed an attractive selection of oil paintings by W. L. Wyllie, R.A., and other famous marine artists, portraying vessels from the earliest days of the Line to those of to-day. Particularly interesting comparisons were the 3,807 tons "Oceanic" of 1871, with the present giant 56,621 tons "Majestic," the largest steamer in the world; and the 5,000 tons "Britannic" of 1874 with the new 27,000 ship of the same name, the largest British motor vessel, launched at Belfast a few weeks ago.

London's Strangest Waterway.—Although London is honeycombed with subterranean passages none of these is more remarkable than the Islington Tunnel, which belongs to the Grand Union Canal Company. It is 960 yards long, and extends from City Road, Islington, to Muriel Street, Caledonian Road, far beneath main roads congested with traffic, and streets teeming with shops, houses and humanity. Through the tunnel daily passes an almost constant procession of barges laden with valuable cargoes of coal, timber and other merchandise, much of which comes from overseas, and it is a vital link in the chain of commerce connecting the Port of London with important industrial undertakings in many parts of the Metropolis. There are certain areas indeed which cannot be reached in any other way than by barges carrying cargoes. Formerly these barges were propelled through the blackness of the tunnel by man-power, the men who performed this feat being known as "leggers." This method of navigation, however, was long ago superseded by the introduction of a steam tug, whose capacity for towing has never yet been seriously strained. Eleven heavily laden barges do not cause the tug any inconvenience, while she simply races away with twenty-five empty boats in her wake. The tunnel is almost as well known to the horses which tow the barges in the open as to the bargees themselves. And it is amusing to see them turn round just beyond the lock, aware that their burden is here to be transferred to the steel cable by which the barges are attached to the tug.

Future of British Canals.—Sir Oswald Mosley, who is one of the Ministers assisting Mr. J. H. Thomas in his efforts to deal with unemployment, has stated that he is examining the possibilities which an enlargement or improvement of inland waterway systems might offer as an outlet for surplus labour in this country. In this connection, the impression is certainly abroad among the executives of leading canal companies that their systems are on the eve of big developments. Already the waterways from London to Birmingham and Leicester are under the control of a single organisation, the Grand Union Canal Company, formed last year. This amalgamation marked the beginning of an entirely new phase in Britain's inland water transport system, for 240 miles of canals were brought under single control. Nottingham Corporation have improved the Trent approach to Nottingham, particularly between Nottingham and Newark, by rebuilding all locks on the section to 190 feet length and 30 feet width so that three 120-ton barges may now pass at one locking. Other improvements now being discussed are on stretches of canals from the Midlands to the Mersey, and the Midlands to the Severn—from Wolverhampton to Stourport and from Birmingham to Droitwich, joining the Severn at Hawford. The volume of traffic on the English canals has substantially increased in recent years. In 1927, for example, 732,937 tons of cargo were carried on the Regent's Canal, as compared with 593,556 tons in 1923. A motor boat service recently introduced between the Regent's Canal Docks and the Continent enables manufacturers to send goods direct to Rouen and Paris—by canal, sea and river.

America Comes East for Christmas.—For the convenience of the many Americans and Canadians who come to Europe for Christmas and the New Year, the White Star Line has arranged a number of personally conducted holiday excursions from New York. The first of these will travel by the "Olympic" from New York on November 23rd next, for Cherbourg and Southampton. On November 30th the "Homeric" will leave New York for the same ports, and on the same day the "Doric" will leave for Queenstown and Liverpool, each bringing a further party of holiday makers. The "Cedric," from New York on December 7th and from Boston the next day, the "Baltic" from New York on December 14th and the "Olympic" from New York on December 20th will also bring parties. Each party will be conducted by an expert representative of the White Star Line with a special knowledge of the ground to be covered. The tours will include the British Isles, and the greater part of Europe, one having been arranged to include visits to Greece, Jugo-Slavia, Bulgaria, Czechoslovakia, Roumania, etc. Others will concentrate on the British Isles, with shorter continental excursions than that above mentioned.

Dock Charges Reduced.—The L.N.E.R. announce that the charge for the shipment of coke at the ports of Grimsby and Immingham has been reduced from 7d. to 6d. per ton.

Southampton Docks.—Shipping traffic at the docks during the past few months has been exceptionally heavy. The quantity of freight handled continues to advance, the increase being particularly marked in regard to exports, which have shown a consistent and substantial growth since 1921. Principally due to the restrictions caused by the small pox scare, Cross-Channel passenger traffic during the early months of this year was not very favourable, but the holiday months of July, August and September have proved record-breaking as far as this traffic is concerned and should assure splendid returns at the end of the year. The advent of much new liner tonnage to the fleets of the great German shipping companies, notably the Hamburg-America Line and the Norddeutscher Lloyd, has enabled those companies to participate very fully in the increased trans-Atlantic passenger trade this year. During the westbound season, which reached its "peak" in September, practically every ship sailed with a full complement of passengers, the largest number on one vessel being carried by the White Star liner "Majestic" with a total of 2,490, comprising 770 first, 680 second, 490 tourist, and 550 third class. No diminution is apparent in the popularity of the pleasure cruise, and following the completion of a successful summer programme, comprehensive winter tours have been planned by the shipping companies interested in this class of travel.

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Institute of Transport.

Metropolitan Graduate and Student Society.

Sir Josiah C. Stamp on taking a wide view of transport.

The 1929-30 session of the Metropolitan Graduate and Student Society of the Institute of Transport, opened auspiciously on October 1st last, at the Institution of Electrical Engineers, London, when **Sir Josiah C. Stamp, G.B.E.,** President of the Institute, and Chairman and President of the executive, London Midland and Scottish Railway, who was accompanied by Air Vice-Marshal Sir W. Sefton Brancker, K.C.B. A.F.C., immediate Past-President, addressed a large gathering of members.

Mr. A. W. Coombs, Chairman of the Society, presided.

Sir Josiah Stamp stressed the importance of the study of transport as a whole.

He said that the young men of to-day had tremendous advantages over the young men of yesterday in their professional and business life. When he considered what was the opportunity for mental improvement and the encouragement towards it that existed thirty or forty years ago, and contrasted it with the numerous institutions that existed to-day, he was struck by the really new outlook and surge towards better things individually and collectively that there was promise of to-day.

The Metropolitan Graduate and Student Society was a young society. In fact the Institute of Transport itself was young, and nobody quite knew what would be its ultimate purpose in the scheme of things, and the contribution it would make to economic society, but it was encouraging, and it was something he frequently indulged in himself, to turn to the early days of institutions and societies which to-day were regarded as practically a fixed part of the landscape; to look at the records of their early proceedings and early struggles, and to glean some idea of their hopes and destiny in order to see the ideals which animated them and to contrast them with what had been accomplished. If they turned to other societies such as the chartered accountants, or the incorporated accountants and their various affiliated student bodies, the members of the Metropolitan Graduate and Student Society would realise that they themselves were probably building to-day better than they knew, and that the immediate ideals and horizons of the present were not those to which they would ultimately attain, and it would be some source of pride to them, in perhaps thirty years' time, to look back and realise that they had played some part in shaping something that would fill a very important place in the world.

Transport Must be Looked at as a Whole.

To-day, transport, for the first time, was being looked upon as a whole. People were demanding that it should be, because they saw nothing but chaos and waste of capital and human energy if it was not looked at as a whole; but to what body of instructed opinion, to what class of people, could they go to find minds which were dealing with the subject with the right mode of thought and the right approach? It was not difficult to-day to find men extremely skilled in one particular line of transport, but to find people who had made a practice and a habit of looking at the thing as a whole, and taking into account other aspects than their own, was still a novelty. The younger men in transport, however, were beginning a mode of thought which would, later on, become a hatit, and he had no doubt that in thirty years' time people would look back upon these days when men thought of transport in watertight compartments as days of barbarism. The Institute of Transport, and particularly the young men growing up in it, would provide not only the mode of thought, but a body of doctrine, experience and technique which would enable transport problems to be looked upon as a whole. But many trials had to be gone through in an Institution as with an individual, and there might be many deviations from the straight line he had been talking about, but a collection of people such as they had in the Institute of Transport, listening to each other's papers and knocking up against each other's problems and eventually evolving a kind of collective view of the whole problem, must result in a body of highly intelligent men actively engaged in considering the problems of transport. So they would pass through their trials. If the membership went down, enthusiasm was likely to flag. That was natural, but he did not think they would wish to be without their trials, because out of weakness came strength. They could not short-circuit trials and troubles, but under the wise direction he was sure they had, there was no reason why their progress towards the ultimate goal should not be extraordinarily rapid and direct.

Need for Self Sacrifice.

The only fund of instructed technical opinion upon transport as a whole, was that fund which the Institute of Transport was gradually building up, but this fund of instructed opinion could not be obtained, even on the part of the younger members, without some self-sacrifice. They were each engaged in some particular branch of the industry, and if they saw that a paper or lecture was to be given on a certain subject, and said, "I am not in the least interested in that and I shall not go," the other man would not come to the lectures in which oneself was interested. Only by a certain amount of self-sacrifice, by taking an interest in the whole, and by realising that all transport problems must sooner or later be correlated, could the objects aimed at by the Institute of Transport be achieved.

What was the idea of a University? A man went to a University, but could not possibly study in all the faculties at once. He might be studying in the arts, and not be the least interested in theology or law, and could equally well study his own particular subject at a technical college devoted entirely to that subject; but the whole advantage of a University was that it gave a background of general culture into which the student fitted his own particular subject, and by meeting men who were studying other subjects and by taking part in the debating societies he learned what part was really his in the general scheme of things, instead of getting the self-centred idea that his was the only subject worth while, and he would also realise that other men's lives were devoted to subjects as valuable as his own. The work of the Institute of Transport, carried out on those lines, would be of enormous advantage to members, and particularly to the younger men, and would also be of immense public value. He had been a worker in large institutional organisations, somewhat on the circumference and right away from his fellows except by correspondence, and he did not know whether he was doing his work up to the standard of men in other districts, but he knew the immense accession of power and interest that came to people on the circumference immediately they were incorporated in a Society like the Institute of Transport, and he had known the whole standard of efficiency and interest raised almost perceptibly in a few months by an efficient journal, by meetings, and the interchange of ideas, instead of living in isolation and ignorance of what the other man was doing.

Get Together.

If one was isolated and pursuing one's way along one's own particular road, it took an extraordinary lively intelligence not to become sluggish, and the fact that in their Institute a man had to whip himself up to prepare a paper was not only good for him but it quickened interests in others and men did not become isolated.

Some men, because of their isolation, were so full of their own importance and ideas that they were in danger of becoming cranks. If in their early days they could have been in the society of men of their own calibre who were able to criticise their particular ideas, those ideas would have been put into proper perspective, and instead of becoming cranks because of their isolation, they would have been useful members of Society. Common association quickened thought and prevented men from being unduly influenced by their own ideas; there was a ventilation of ideas and from that the best ideas were obtained, bad ideas would die, and the good survive, judged by the tribunal of their peers. There was, at the present time, a body of active thought going forward progressively and at a gradually accelerating speed.

The quickening of ideas was a matter of tremendous value. Some of his hearers would, no doubt, be pursuing their activities in connection with the Institute with the idea of individual self-improvement, and, with that improvement, monetary advancement. They were not in the least unworthy motives nor in the least to be decried, but they would be conscious at the same time that there were higher values which could not be stated in money but which would increase the interest of their lives and make them feel that they were really filling their place with credit to themselves and credit to their Institute.

In large transport undertakings, men were necessarily engaged in one narrow field, but anything that told one which particular cog in the whole machine he belonged to and what the whole machine was doing, meant that one's everyday task was lifted in value. He knew that from personal experience. He had done the worst and dullest kind of clerical work,

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and knew how extremely subdued one could become in one's whole tone unless one knew one was part of a larger thing in which one could take an interest.

He remembered that in the old days of the second division clerks of the Civil Service it was usual before a man was considered eligible for promotion to a task requiring large adminstrative judgment for him to spend twenty or twenty-five years in one job, but this fact had the result, in many cases, of unfitting him for the higher post; he had lost elasticity of mind and zest to enable him to grapple with a new problem. He believed that the same problem existed in the transport industry. It certainly existed on the railways. It was absolutely essential that men should be intensely expert along individual lines, and very often they bought that experience at the sacrifice of resilience of mind and power to survey.

How often had he heard it said when promotions were being discussed that so and so was a rattling good man for his particular job, but it was doubtful whether he could tackle a larger job as it was different from anything he had done before, and he could not help feeling that if that man had been given something wider to think about he might have been fitted for the bigger job.

Men Must Have a Grasp of General Principles.

Business to-day was requiring more and more the man of principle—he was not speaking of moral principle, but of men able to grasp general principles.

The young men who were joining the Society were doing themselves good, doing the profession they had chosen good, and doing the Institute good.

The Turning of the Ways.

We were at the turning of the ways, and no-one knew whether the next phase of individualistic, capitalistic industry would succeed or fail. Nobody knew whether it was possible to supersede that system successfully by a highly collectivist or socialist form. We were passing through a transitional stage and we did know that that transitional stage required some submergence of individual ideals for the general good and the greater ideal of public service, and we did know that unless we were imbued with that spirit which the Institute stood for we should never successfully attack that problem either from the individualistic or the socialistic end. Both forms of control would require the highest qualities of brain and power that we were capable of, and therefore he urged the members to continue in the good work to which they had put their hand. They must encourage all to take a broader and larger interest in the economic problems upon which the destiny and future of our beloved country depended.

The Chairman, proposing a hearty vote of thanks to Sir Josiah Stamp for his address, said that their President had advocated the taking of the broad view; they must not tackle their work in a narrow way, but be broad-minded, so that their efforts would benefit the whole country.

The Metropolitan Graduate and Student Society offered the young transport man the opportunity to enlarge his knowledge by attending lectures, listening to the reading of papers, and asking questions, and also the opportunity to make friends with others engaged in the profession. These were great advantages, broadened one's outlook, and helped one to solve problems which would result in the economical running and efficient working of all forms of transport.

They appreciated the important place held by transport in relation to the success and happiness of the country, and they would look at the question from the national point of view for the good of the whole. They must cultivate a broad outlook and not a narrow watertight outlook. Their programme of lectures and papers for the Session embraced all forms of transport.

Tilling-Stevens Appointment.

Mr. T. B. Goodyer, O.B.E., A.I.E.E., M.Inst.T., who recently retired from the position of Tramways Manager to the Croydon Corporation Tramways, has taken up the position of Municipal Sales Manager with Tilling-Stevens Motors, Ltd., of Maidstone. Mr. Goodyer was born in Glasgow and educated at the Royal High School, Edinburgh. On leaving school he spent several years in the office of the late Mr. D. W. Paterson, Solicitor, and for many years Secretary to the Edinburgh Street Tramways Company, of which system Mr. Goodyer, Senior, was the Traffic Manager. In 1884, he joined the Traffic Office Staff of the London Road-Car Company, Ltd., and some months later was appointed Manager and Secretary to the Northampton Street Tramways Company. His next appointment was that of Manager to the West Metropolitan Tramways, part of which is now merged in the London United Tramways. Mr. Goodyer resigned this post in order to take up, in October, 1887, the appointment of Assistant Traffic Manager to the Birmingham Central Tramways Company, Ltd., and in 1894, he was appointed Traffic Manager. In 1896, a new company, called "The City of Birmingham Tramways Company, Ltd." was formed to take over and work the "Birmingham Central," and he remained with the new company until April, 1898, when he resigned to become the General Traffic Superintendent to the British Electric Traction Company, Ltd. During 1900, Mr. Goodyer spent several months in the United States and Canada, inquiring into street railway practices in those countries. In 1902 he was appointed General Manager at Croydon for the British Electric Traction Company, Ltd., the lessees of the Croydon Corporation Tramways, and held that appointment during the currency of the lease, which terminated in May, 1906, from which period he occupied the position of Tramways Manager to the Croydon Corporation, which appointment he has recently vacated. Mr. Goodyer was elected a member of the Executive Council of the Municipal Tramways Association in 1911, and in 1918-19 occupied the Presidential Chair. He is also a member of the Tramways and Light Railways Association, and has served for several periods on the Council of that body. From 1907, Mr. Goodyer acted as Honorary Secretary to the Metropolitan Association of Electric Tramways Managers until February, 1919, when, on that Association being dissolved, and the Metropolitan Municipal Tramways Council formed, he took over similar duties. He also acted in a like capacity to the Manager's section of that body. During the War, on the Board of Trade setting up a Tramways Committee to deal with various matters affecting that industry, he was elected Honorary Secretary to the Tramways (Board of Trade) Local Advisory Committee for No. 1 Area, Metropolitan, East and South Coast, and, in addition, served on numerous committees in connection with Tramways transport. At the Annual Conference of the Municipal Tramways and Transport Association held in Manchester, in September last, Mr. Goodyer was elected as Honorary Member in view of his distinguished services in the Tramways Industry.

MR. T. B. GOODYER, O.B.E., A.I.E.E., M.INST.T.

Busmen's Hours.

At the Licensing Committee of the Blyth Corporation, the Committee, in the interests of the safety of the public, considered the conditions of employment of bus drivers and conductors, with respect to the number of hours worked, and recommends that the licensed omnibus proprietors be informed that the Council intends to take into consideration the number of hours worked by omnibus drivers and conductors in the interests of public safety, and to attach certain conditions in respect thereto to bus licences, but that before any steps are taken in this direction the licensed omnibus proprietors be invited to attend a conference with this Committee to consider the matter.

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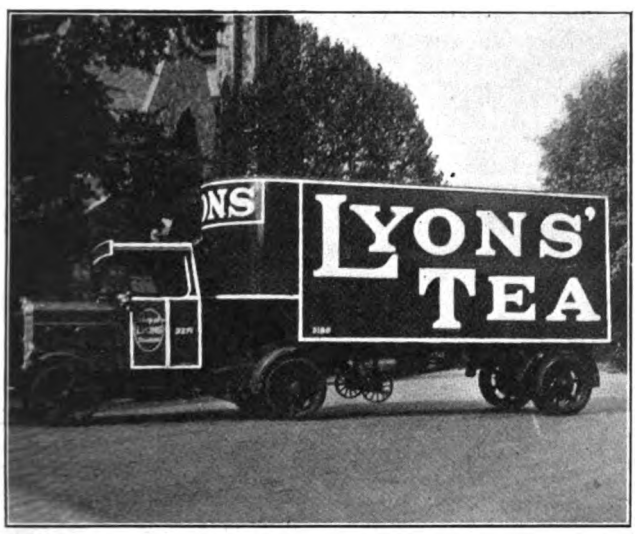
The Trailmobile.

This chassis, which is imported from America, is being used by Messrs. J. Lyons & Co., Ltd., and we are indebted to Mr. W. H. Gaunt for some particulars which will be of interest to our readers. The unit is drawn by a Scammell tractor. Mr. Gaunt says:—

I was very taken with these in the United States, although they are used in two separate directions:

One is as you see them in our employ—for local



Photo] [World's Carriers.

THE TRAILMOBILE AND SCAMMELL TRACTOR COMBINATION.

deliveries, i.e., we convey goods from a centre to sub-centres using four Trailmobiles to one tractor, so that the sub-centre can have a load each morning for unloading during the day, when the tractor takes the empty back that was unloaded the previous day, giving the depot staff time to unload and put away into stock the goods at their routine convenience.

One tractor and four Trailmobiles will keep two centres going—the tractor doing two return journeys daily.

There is no need to limit this service for immediate local distribution.

The other method utilised in the United States is by the railway companies, and I made a feature of this in giving evidence before the Road Traffic Commission.

A railway company having provided itself with a number of flat top low level railway trucks will utilise these Trailmobiles for collecting from large city centres, like a warehouse or receiving depot. One tractor will collect and push on to the railway trucks longitudinally a number of these Trailmobiles, and leave them to be taken by train to a town 80 or 150 miles away. The train is then met by another railway owned tractor which takes the Trailmobiles to a similar warehouse or distributing centre in the city of destination. So this shuttle service goes on.

You will remember that in the United States the traffic is divided into what is known as car load lots and less than car load lots—the car load lots being wholly dealt with by the railway companies, the less than car load lots, comprising what is practically equal to our C. and D. miscellaneous traffic in this country, being amassed by express or transit companies who bunch the traffic into a car load lot from one city to another.

It is in this direction that the railway companies in the United States are utilising the Trailmobile system.

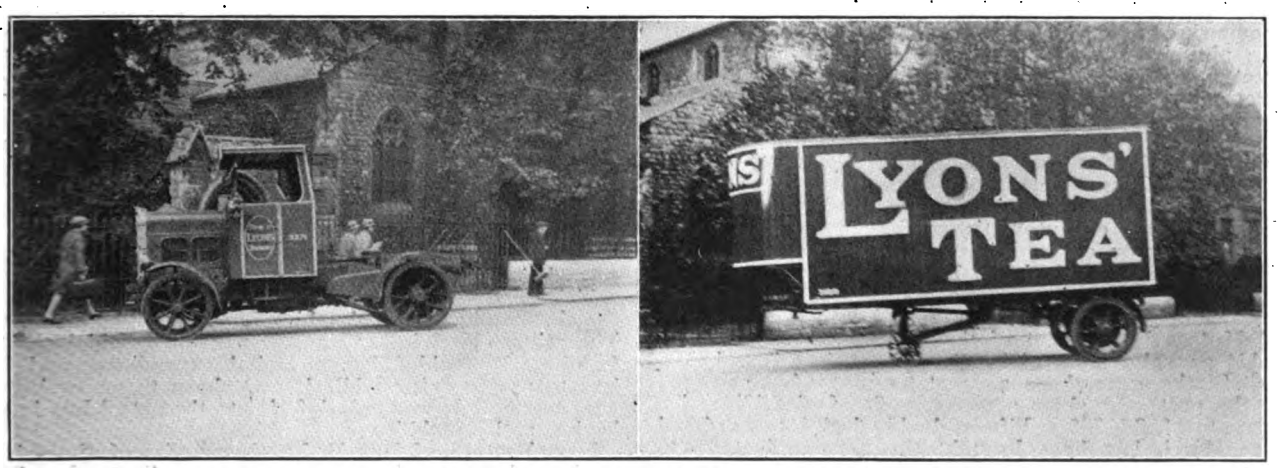
How far the English railway companies can go in this direction remains to be seen, but I have a belief that the experiment will be very well worth trying, even with co-ordination between the railway company and collecting firms like Pickfords and Carter, Paterson's, and the example would be that Pickfords would amass enough traffic in some city centre for Birmingham to make it worth while running one of these vehicles to the railway terminal in London, and the railway company would get their share by conveyance to Birmingham or Manchester, to be dealt with by Pickfords at the other end.

I am not suggesting that a vehicle of the type so high as that we have devised will be at once able to be conveyed by any ordinary English rolling stock on account of the bridges. In the United States, of course, the bridges are very infrequent—the rail trucks themselves are of a lower average buffer height, and the Trailmobiles are not perhaps quite so high.

The distinction between this system and other forms of trailer bodies is in the supporting wheels and the quick hitch couplet.

A Trailmobile is the only method where the wheels drop down so that the empty Trailmobile can be moved about the yard by hand labour, and is, therefore, much more mobile and has the advantage of being able to be bumped by another vehicle by accident without a crash.

The type which has the hinged leg or telescopic leg cannot be moved by hand labour, and if it is hit by an adjoining vehicle it may be turned over as the prop is broken.



Photos] [World's Carriers.

LEFT: THE SCAMMELL TRACTOR. RIGHT: THE TRAILMOBILE UNCOUPLED.

The quick hitch is so automatic and comprehensive that one man, without any guidance, can back up at any angle less than a right angle with instantaneous coupling or release, and in the dark and any awkward positions this has a great advantage over other systems.

The Normand Garage, Limited, which is our subsidiary company for motor construction and repairs, have done the necessary work on this side, and have the agency from the Trailmobile Company for the United Kingdom.

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Merseyside Notes.

FROM OUR OWN CORRESPONDENT.

Appointment.—Mr. Allen Walter, secretary of the Liverpool Cart and Motor Owners' Association, has been appointed an employers' representative for the Court of Referees under the Unemployment Insurance Acts. With his experience of conditions in the cartage and haulage trades he should be a very useful member.

Trade Conditions.—Happily there are now signs of busier conditions in the dockside cartage and haulage trades. Usually at this time of the year, bigger quantities of inward traffic pass over the quays, consisting chiefly of foodstuffs, fruit and raw sugar. This improvement, although a little bit overdue, is likely to be maintained. One very satisfactory feature of local trade is the almost record arrival of wheat, which has caused local warehouse facilities to be taxed to capacity. As regards cotton, during four weeks of September, the shipments amounted to 562,000 bales compared with 438,000 for the corresponding four weeks of last year. Ninety per cent. of these consignments were handled at Liverpool.

Change of Address.—Marstons Road Services, Ltd., no longer carry on business from Preesons Row. Their office premises have been transferred to Lightbody Street (at the corner of Great Howard Street), Liverpool. Their telephone number (five lines) is 1790 North.

Big Scale Co-ordination.—The local authorities in Lancashire, over 150 in number, are likely to be joined by those of Cheshire and the West Riding of Yorkshire in a conference on the problem presented by the growth of public road service motor traffic. Last July representatives of all the Lancashire local authorities were called by the County Council to a meeting at Preston to discuss the situation. A resolution was passed asserting that there was urgent need of new legislation for the control and regulation of public service vehicles plying for hire or reward, and a committee was appointed to draft a Bill to be promoted in Parliament and to report to a subsequent conference. It now appears that the authorities in the neighbouring counties of Cheshire and the West Riding feel an equal interest in any prospective fresh legislation on this subject, and, although nothing has yet been arranged, it is probable that the next conference will be a joint one of representatives of authorities in the wider area.

Position of Automatic Traffic Signals.—There is a feeling amongst motor users that the automatic traffic signal at the junction of Whitechapel and Church Street, Liverpool, is confusing to drivers because it is erected at a point where it is easily obscured by the tramway traffic passing along the two thoroughfares. The signal is erected on an island at the junction of both roads, which is somewhat unusual for a busy city area. If four signals were placed at the east and west corners of Paradise Street and Whitechapel they would be fully visible to drivers of motor vehicles and tramcars and also to pedestrians. Bootle has just adopted the plan of four separate signals at busy corners: Manchester and Preston have had it for some time. The Transport Committee of the Chamber of Commerce recently made approaches to the Chief Constable on the point and were informed that the whole question of automatic traffic control was under the consideration of the Ministry of Transport.

Big Profits from Municipal Buses.—An increased profit on the buses and a decreased profit on the trams for the year ending March, 1929, is reported by the Tramways and Motors Department of the Birkenhead Corporation. In his annual report to the Committee, just issued, Mr. Cyril Clarke, general manager, states motor bus accounts for the past year show a gross profit of £55,397 and a net profit of £26,705. Fifteen double deck buses ordered since March last have brought the present fleet up to ninety.

Obituary.—Mr. William Burgess, a Liverpool cartage contractor, of St. Domingo Road, Everton, collapsed whilst walking down Conyers Street and subsequently died at Stanley Hospital from haemorrhage.

Chester's Change Over.—Various makes of motor buses were demonstrated at Chester on September 19th. before the Chester Tramways Committee. The original intention of the Committee was to have 16 single deckers, but this decision was subsequently revised. The final recommendation to the City Council was for the purchase from Associated Equipment Co., Ltd., of ten 6-cylinder engine, thirty-seater, single deck motor buses at a cost of £1,394 10s. each; and six 6-cylinder engine, fifty-seater, double deck motor buses at a cost of £1,770 each.

Personal.—Mr. H. H. Lancaster, traffic superintendent, Blackpool Corporation, who on October 1st took up a similar position with the Leeds Corporation, prior to leaving Blackpool was presented with a cheque by members of the Blackpool branch of the National Association of Local Government Officers.

Rivalries in Rates.—Owing to the exceptional rates that are now quoted by the railway companies, the tendency has been in the direction of lower freight charges for road consignments during the last few months. The classes of traffic particularly affected are cotton, green fruit, dried fruit, provisions and canned goods to Manchester and the Lancashire towns. The railway companies are quoting exceptionally cheap rates which include cartage at both ends. Up to recently, haulage rates had not been subject to much fluctuation, but haulage contractors are now showing enterprise and resource in coping with the new conditions, especially by the utilisation of large capacity up-to-date rolling stock. For local haulage, increased use is being made of petrol tractors.

Warrington Cartowners' Decision.—Warrington horse owners and carters held a meeting last month at which it was decided to revive the May Day horse parade. Mr. G. Leedam (representing the L.N.E.R.) stated that his company and the L.M.S.R. were quite prepared to give the movement whole-hearted support and to do all they could to make it a success. Councillor Harry Fairclough said the mistake that had been made in the past was that some firms were apt to go too far in the way of providing new harness and decorations, and too expensive coach building for the ordinary teamowner to compete with. It was agreed that the parade should be confined to working horses which had been owned by exhibitors for at least three months prior to the parade, and that horses which were purely exhibition animals should not be eligible. An executive committee was appointed to carry out the arrangements.

Fire Risks on Rail-borne Traffic.—Liverpool cartage contractors, particularly those engaged in the transport of raw cotton into railway stations, are hopeful that Clause G in Condition 3 of the Statutory Rules and Orders of 1927 Railway Terms and Conditions of Carriage, regarding the railway companies not being responsible for damage by fire to goods in transit, will be deleted. In various parts of South West Lancashire the attitude of the railway companies in officially disclaiming liability for loss of goods in transit through fire has engaged attention, and it is thought that one result of this might be to divert certain classes of traffic from the railways to road vehicles. There is a possibility that the whole question may be taken up by the Associated Chambers of Commerce.

In Defence of Electric Vehicles.—Mr. W. I. Marshall, manager of Messrs. Dick Kerr's Works, Preston, in an address to Preston Rotarians, said it had been definitely proved in towns in which tramcars, railless electric vehicles and petrol buses operated under equal conditions, the electrically propelled vehicles were slightly the faster. The railless electric car was the passenger vehicle of the future. It avoided heavy capital expenditure and had less to pay in rates, while it was cheap to maintain and easy to run. It was only inferior to the petrol bus in not having entire mobility.

New Feature of Bus Body.—Inspectors of the Liverpool Hackney Carriage Department, on September 27th. examined a distinctive type of six-wheeled double decker motor bus which may be operated in Liverpool by the Merseyside Touring Co., Ltd. (Garlick, Burrell and Edwards, Ltd.). The Tilling-Stevens petrol-electric chassis carries a body by Massey Bros., of Wigan, to seat 64 passengers. It has two staircases from the top deck and the exit door is controlled by the driver.

Licences Transferred.

The Licensing Committee of the Otley Urban District Council has transferred the licences of Messrs. Bolton and Wood's Cookridge bus service to the West Yorkshire Road Car Company, Ltd.

Licences Granted.

The Watch Committee of the South Shields Corporation has granted four licences to Phillipsons Coaches, Ltd., in connection with their service between Newcastle and London.

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Manchester Notes.

FROM OUR OWN CORRESPONDENT.

Disturbance in Haulage Circles.—In these notes last month mention was made of the concern felt in motor haulage circles by the action of the railway companies in issuing in the early part of August last new rates "subject to the approval of the Railway Rates Tribunal." This authority meets this month. The committee of the Manchester Transport (Owners') Association has been giving careful consideration to the likely effect of this new move on the part of the railway companies, which has been to cause some traders to endeavour to depress motor haulage contractors rates down to the level of the railways. Thus hauliers seem to have been pitchforked into another phase of competition and many of them feel genuinely concerned. In August the railway companies issued a list of towns in respect of which particular traffic could be accepted at the rate of 8s. 6d. per ton delivered, for lots of two tons and over. Subsequently this list was withdrawn and a shorter one substituted. This has caused a certain amount of disturbance in haulage circles, where there is a feeling of unsettlement on the point of how the rates problem will be solved.

Horse Hire Contracts.—Manchester Corporation Paving, etc., Committee has accepted the tenders or the following firms for the hire of horses and carts:—G. Massey & Sons, J. Holt, J. Hancock, G. Welsby, J. Crossland, Jnr., J. Bray, Hannah Lear & Sons, J. H. Peck & Sons, R. Melling, T. Lamb, W. Hayes, W. Tonge, J. W. Cage, P. Lawless, C. Knill, S. Thorpe, G. H. Brocklehurst, D. Clays, T. Seward, C. Cooper, J. & G. Evans, J. W. Hilton, A. Peck, G. Farrell, J. W. Street, Barber Bros., J. A. France, South Manchester Coal Co., G. Wilson, W. & S. Royle, D. Middleton, J. A. Shafto, H. M. Evers, I. Wharton, E. & R. Hughes, J. Walmsley, J. Bacon, A. R. Hughes, W. Lancashire, W. E. Davies—all of Manchester. These names were communicated to the October meeting of the Manchester City Council.

Motor Van Library Service.—Manchester Corporation Libraries Committee provides motor van service for the exchange of books. During the past year 9,311 books were transferred by this means from one library to another, an average of 37 volumes for each day of service.

Drivers' Hours and Wages; Official Statement.—Although drivers' rates of pay and hours of work in both passenger and goods transport are governed by agreements existing between the employers and employees organisations, so many comments, alleging that long distance motor bus drivers are being overworked, have appeared in the Press that Mr. H. Howard Robinson, secretary of the Manchester Transport Owners' Association has felt obliged to point out to the public that the existing agreements are being observed by firms who are established and can be described as "organised road transport." "It is in the interests of these firms, that provide comfortable travel at proper times, that I feel it only fair to point out," says Mr. Robinson, "that the failure of a few cannot be permitted to create a stigma for those who are engaged in regular business on proper lines. My earnest hope is that the public will not lend support to any concerns that do not give proper value for money paid for transport, whether it be for passenger or merchandise; but in my long experience of transport questions I find that many of the public are usually prepared to support the person who offers service at the lowest possible cost, which, unfortunately, is at times uneconomic." Representatives of the Manchester and Salford Trades Council had an interview with the Manchester Watch Committee on the general subject on October 3rd. They allege that certain companies operating vehicles in agreement with the Corporation are not observing trade union rates of pay and conditions, contrary to the fair contract clauses of the Corporation.

New Type of Taxicab.—Manchester Watch Committee has licensed the new model Ford taxicab, which is the first to be put on the road in Europe. The chassis is low built and it has a 35 against a 26-foot steering lock in the old cabs. Another feature is four-wheel brakes. The passenger has the facility to communicate with the driver by means of a loud speaker dictaphone. The Council is under an agreement with the Taxi-owners' Association not to issue more than 300 licences, so there can only be a limited number of the new type except for the replacement of old vehicles.

One Way Traffic.—Manchester Corporation Traffic Congestion Special Committee proposes to introduce one way traffic in Bridge Street and King Street West. The Committee is also considering an extension of the system to other suitable streets.

Yorkshire Notes.

FROM OUR OWN CORRESPONDENT.

Effects of Increased Speed.—The effect of the increased speed limit for heavy vehicles is being shown in the new purchases by private owners, and, to a lesser degree, by haulage men, and there is to be seen on the roads of the West Riding now many new light transport vehicles of the fast type. The textile industry has ramifications in various parts of the country, and the rapid transport of partly finished goods to and from the West Riding is a matter of importance to those branches which are interested in this work.

Bradford's Awkward Question.—The Minister of Transport has been put a difficult question by the Bradford Watch Committee in regard to conditions regarding wages and hours of work of drivers and conductors of motor omnibuses licensed in the city. Reference was made in these notes some time ago to the frequent references to the terms under which private motor bus employees were engaged, and apparently Bradford Corporation has had under consideration the fixing of conditions to the granting of licences. In reply to a question on the point, the Minister of Transport has replied, however, that he was unable to express an opinion on matters of law, but it was also undesirable that the Watch and Licensing Committee should become a wage fixing authority. The Minister points out, however, that if any employing company was found to be imposing conditions of service on drivers and conductors which might lead to danger to the vehicles or the public, they might take action. He was unable to lay down any general principle, however. In view of this reply the Watch Committee decided to take no action in the matter.

Tramway Difficulties.—Several of the authorities in Yorkshire are faced with the difficulty of maintaining the tramways in face of the advent of newer forms of transport. Bradford has been complaining that some of the passes issued for use on motor buses running into the city are not in keeping with the condition imposed on the licences that fares should be 50 per cent. more than tram fares. Their insistence upon this condition being observed has led to a request for a conference on the matter. At York, the future of the passenger transport system is more or less in the melting pot. It is calculated that in view of the large capital debt, the scrapping of the trams would involve the city in a rate of 8d. in the pound for 10 years, and the manager (Mr. R. S. Asher) suggests that the present system should be maintained for ten years, and as routes become worn out railless services substituted. The Tramways Committee does not see its way to recommend what system should be adopted when the trams are scrapped, but they recommend the discontinuance of the present railless system at the end of the year, and the replacement by motor buses. Other proposals are the selling of the Piccadilly car depot and the building of a new depot at Fulford. The Committee seek powers to add to the fleet of motor buses. At the present time the York authority maintain trams, motor buses and railless vehicles. In a short time Bradford will convert the Allerton route of tramways to railless.

The Anti-Noise Campaign.—The Todmorden police were unsuccessful in one case in their energetic campaign against motor vehicle drivers on the complaint of noise, when a Queensbury haulage contractor contested a case taken under the new noise regulations and was successful in getting a dismissal. A police officer gave evidence that he stopped the defendant's lorry because it was making an excessive noise. He found the tyres were badly worn and uneven "causing the vehicle to bump about." The owner said the lorry had travelled 1,800 miles since the complaint was made, but no further comment had been made. The tyres were 3½ in. thick, and new tyres were only half an inch thicker. The lorry made the usual noise made by tyres on a wet day, and new tyres would make no difference. He intended to use the existing tyres 6,000 miles more, and a leading tyre manufacturer had supported him in the advisability of doing this.

Licensing at Skipton.—The Skipton Urban Council intends to compel local operators of motor bus services to licence their vehicles. Up to the present none of the services running into Skipton have been licensed, and the town has become an important centre, being conveniently situated for services between Yorkshire and Lancashire. Here some of the long-distance services have made a halt on their way to Blackpool and Morecambe as the catering arrangements are good.

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North-East Coast Notes.

FROM OUR OWN CORRESPONDENT.

Merited Compliment.—Mr. John Petrie, general manager of the Northern General Transport Co., Ltd., figured in the "Men we Know" section of the Newcastle "Evening Chronicle" recently. The writer, referring to him as the man "who controls one of the biggest omnibus organisations in the North of England," said:—"Many and responsible though Mr. Petrie's duties are, it is almost impossible to perturb him. He is modest, too, and seldom leaves his little den. But all the hundreds of employees who are under his care know that he is the man who looks after them. Mr. Petrie has spent his whole life among omnibuses, and no man is more worthy of the position he holds . . . . . People of the North owe a great deal to him, though few realise it. Most of the delightful national tours made by Northern omnibuses are organised by the 'Northern's' far-seeing chief."

Big Change-Over.—The controlling interest in United Automobile Services, Ltd., was formally taken over by the London & North Eastern Railway Company on October 1st. Questions that are being asked by regular passengers are:—(1) Will fares be raised? (2) Will the services be altered, and (3) will the women conductors be replaced by men? An official of the railway company at York, interviewed on these points, said that no revolutionary changes were contemplated, and that rail and bus fares in the Tyneside area being in most cases identical, it was scarcely likely that any increases would be made. The official added that it was, naturally, likely that an endeavour would be made to secure co-ordination between the train and bus services. He could say nothing as to changing conductors from females to males, except that he did not suppose the point had been discussed. On most services controlled by the L.N.E.R., however, the conductors are males.

Impressions of Germany.—Mr. C. E. Baldwin, secretary and general manager of the Blyth Harbour Commission, addressing the members of Newcastle and Gateshead Chamber of Commerce on September 30th, gave some interesting impressions of a fortnight's tour in Germany. The street traffic in the big towns consisted very largely, he said, of trams, there being very few buses, though he saw some rather heavy six-wheel chars-a-banc and, of course, taxis. He thought that the Germans aimed at keeping their resources in their own country, and while they could generate electricity, they would have to buy petrol. The trams were usually light, and trailers were used. England came out top in the management of street traffic, but Berlin uses robots extensively; and their street cleaning compared favourably with our own.

Tees Tramway Crisis.—The Middlesbrough Tramways Committee and the Joint Committee in control of the Stockton and Thornaby tramway system are conferring on the serious position of the latter. It has been stated by an expert that the system needs an expenditure of £80,000, but it is doubtful whether its future warrants such a huge outlay. Hence the suggestion that the tramway be scrapped in favour of electric trolley or petrol buses. Middlesbrough recently spent large sums of money on track relaying, including the route on which the Stockton and Thornaby through service runs. To relay the whole of the Stockton-Thornaby system alone would cost over £60,000.

Inter-availability of Tickets.—It has already been announced that, in several areas where the L.N.E.R. controls the bus services, bus passengers may return by rail, or vice versa. This is undoubtedly a very real convenience in many cases, and would be particularly appreciated by bus trippers to the coast, who have a habit of all wanting to return by the same last bus in the evening.

Huge Bus Station.—Olympia Hall, at Middlesbrough, one of the largest buildings of its kind in the country, has been acquired by United Automobile Services, Ltd., for a garage and bus station. It was erected six years ago as a boxing stadium, and is estimated to hold 15,000 people. Only three months after its completion, however, the hall was closed and subsequently sold.

L.N.E.R. and "Northern."—The L.N.E.R. has acquired a large interest in the Northern General Transport Co., Ltd.—though, it is understood, not a controlling interest. The railway company is already associated with many road transport concerns in the area, and this agreement marks an important step forward in that policy.

First-Aid for Bus Employees.—Drivers and conductors on the "United" buses have been encouraged for some time past to acquire a knowledge of first aid by attending ambulance classes.

Midland Notes.

FROM OUR OWN CORRESPONDENT

British Industries Fair.—Important additions are to be made in the arrangements for the forthcoming British Industries Fair which will take place in Birmingham in February. More space is being provided for exhibits and greater convenience for visitors. Another fifteen acres of land adjoining the present site is being purchased in order to allow for extensions being made from year to year. The opening date of the 1930 Exhibition is February 17th. Stand lettings already beat previous records.

Classes in Transport.—In order to enable classes to be provided covering the full syllabus of the examinations for the Institute of Transport, the Birmingham Education Authority has appointed Mr. J. B. McIntosh, B. Com. as full time lecturer in Economics with special reference to transport at the City of Birmingham Commercial College. Mr. McIntosh has been specially trained on the Great Western Railway.

Sole Booking Agency. — The Midland "Red" has recently appointed Messrs. Joseph Riley, Paradise Street, Birmingham, as sole booking agents. This is a new departure on the part of the company as regards forward bookings.

Railway Developments. — Improved terminal accommodation on a large scale is to be made by the L.M.S. at Birmingham and Stoke-on-Trent for goods trains. The scheme will include the construction of new sidings.

Big Warwickshire Road Schemes. — Proposals have been approved by the Warwickshire County Council to spend £1,000,000 on huge road schemes throughout the county. The work will be spread over a period of five years, and some of the schemes sanctioned are very important.

Improvements at Coventry.—Coventry City Council has adopted another instalment of the reconstruction scheme which will transform the central part of the city. It will effect considerable widenings of streets and a Parliamentary Bill is to be promoted to enable these improvements to be carried out.

Buses at Leamington.—The Leamington and Warwick Electrical Traction Co., Ltd., recently obtained Parliamentary Powers to operate buses in place of trams and is starting with twelve C.F.6 Daimlers of 32-seater capacity, six of the bodies being built by Strachans and six by the New Avon Body Co., of Warwick.

From Trams to Buses at Gloucester and Cheltenham.—Gloucester City Council has started its first bus service in place of trams. This is on the Cemetery Road route. Buses will next operate on the Tuffley Road routes, and it is expected that in time the trams will be entirely superseded, as they have been unprofitable for some time. At Cheltenham the change is being effected by the Cheltenham Traction Co., Ltd.; ten double-decker Guy buses are being delivered at once with ten more to follow, and five saloon vehicles at a later date for cross-town work. The change involves an expenditure of £60,000, but a saving of £6,000 to £8,000 a year is anticipated as against the cost of operating the trams.

Potteries Bus Merger. — The Potteries has for some time provided plenty of excitement of one kind or another in the bus world. This is largely due to the fact that though the Potteries Electric Traction Companies is the biggest single operator of buses in the district there are altogether some 400 or 500 vehicles owned by approximately 100 different proprietors, and there has been keen competition in many ways. The announcement is now made of the formation of a private limited liability company called the Associated Bus Companies, Ltd., one of its objects appearing to be to secure the ownership and control of all the private buses in opposition to the Potteries Electric Traction Company and the companies allied with it. It is thus possible that in the near future there will be only these two companies in the Potteries.

G.W.R. Link-Ups.—Those who know the country between Oxford and Worcester will appreciate the inconvenience due to the railway stations serving this district being so far away from the townships. When the G.W.R. line was constructed this trouble could not be avoided unless the line had been made very circuitous. Now, however, the G.W.R. is getting over the difficulty by operating buses in conjunction with trains at all the stations so situated.

Coventry City Aerodrome.—It is understood that the Coventry City Council will purchase the Home Farm, Baginton, comprising 200 acres, for £12,500, and possibly 53 acres of land in addition, in connection with a scheme for the provision of a municipal aerodrome.

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Hull Notes.

FROM OUR OWN CORRESPONDENT.

Joint Advisory Licensing Committee.—This body, which represents Hull, Cottingham, Hessle, and Sculcoates, has finished its first year of working and has passed a hearty vote of thanks to Mr. W. Coulson, barrister-at-law, the Clerk to the Hessle Council. Mr. Coulson has acted in the dual capacity of chairman and clerk, and having got the Committee well established, sought relief from both offices. Alderman H. Dean, ex-Lord Mayor of Hull, was appointed chairman, and the Hull Town Clerk was asked to provide someone out of his department to carry out the clerical duties.

Suffolk Horses.—Hull cake manufacturing and seed crushing manufacturers have again shown their appreciation of Suffolk horses. At the recent Breed Society's show at Ipswich, Messrs. Wray, Sanderson & Company paid 122 guineas for one gelding and 84 guineas for another, and a third was acquired by the Hull Premier Oil Company for 90 guineas. There are not many Suffolks in Hull, and even the uninitiated can pick out the acquisitions of the cake companies as they draw their heavy loads between the mills and the docks or goods yards.

The Great Oil Fire.—None of those who witnessed at close quarters the oil fire at Salt End, Hull's great oil port, will ever forget the scene or the sense of impending disaster which filled everyone for so many hours. The firemen and staffs of the different oil firms are to be congratulated upon the bravery they displayed. That the fire was confined to the paraffin tank of the Anglo-American Oil Company in which it originated seems little short of miraculous. It was only one of many huge tanks. For twenty-six hours it belched forth fire hundreds of feet high. Its nearest neighbour was a tank holding a quarter of a million gallons of petrol. For hours the flames actually lapped this holder. Every moment one expected to see it go up, but nothing happened. Chiefs of fire brigades from London and all over the country afterwards journeyed to Hull to make personal investigations on the spot. For years they had feared what might happen if fire broke out in one of these huge oil installations, and the events had exceeded their most sanguine anticipations. The lesson taught is that if threatened tanks are kept cool (and it was towards that end the Hull brigade directed most of their energies) there is no fear of them exploding. Another lesson is that the chemical mixtures now available are capable of extinguishing even a blazing oil tank of half a million tons capacity, but only if the supply is adequate and there is a sufficient number of lengths of hose to make a general attack.

Bus Drivers' Hours.—Hull Watch and Licensing Committee have decided to make it a condition of the granting of bus licences that the drivers shall not be on duty more than sixty hours per week. They take the view that they are as much concerned with the fitness of a driver as with that of his bus to preserve the safety of the public. Cases have been brought to their notice of drivers being at the steering wheel from 90 to 108 hours a week. In coming to this decision the Committee has gone somewhat ahead of the Hull, Cottingham, Hessle, and Sculcoates Joint Advisory Licensing Committee, of which it is the chief member. Representatives of the Joint Committee conferred with representatives of the omnibus companies, and it was agreed to recommend that each of the companies operating in the area over which the Committee has jurisdiction be asked to give an immediate undertaking in writing that the maximum working week of their drivers and conductors should be 60 hours, averaged over consecutive two-monthly periods. The representative of one company explained that he had no authority to commit them, but he had no reason to think they would not give the suggested undertaking. The conference did not recommend that the condition should be made a term of the licence, but the Hull Watch and Licensing Committee considered it should be, so far as the drivers are concerned, and decided accordingly. The Joint Advisory Committee, when the report was submitted to them, limited the operation of the recommendation to drivers and deleted the provision averaging 60 hours per week over consecutive two-monthly periods.

Corporation to Buy Oldest Dock.—Everything points to the Hull Corporation acquiring Queens Dock and making broad boulevards in the very centre of the city. Queens Dock is the oldest dock in Hull, if not in the country. It is constructed on part of the site of the old walls and moat, the land being given by the Crown to the original Hull Dock Company. Much of Hull's prosperity has originated from it, but now it is obsolete.

South Wales Notes.

FROM OUR OWN CORRESPONDENT.

Trams v. Buses.—The Llanelly Borough Council is to urge the proprietors of the local tramways service to abandon trams and substitute buses. This step is to be taken at tradesmen's solicitation. They complain of excessive noise of trams and the Council complains of traffic congestion caused by trams.

New Bus Control System at Swansea.—The Chief Constable of Swansea has formulated under Watch Committee approval a scheme for averting congestion in town centre by bus traffic. Under the Swansea Corporation Act, 1927, an area in circumference of one and a half miles from town centre is brought into this control and certain streets are to be prescribed to bus traffic and stopping to set down or pick up is forbidden in others, and the only lawful stopping places are scheduled. Certain streets, notably part of High Street and Dyfatty Street in town centre are made one way bus traffic streets, the latter a one way street for all traffic. The Ministry of Transport has to approve of the details and bus owners have the right to object, but it is not thought they will do so. A scheme for averting buses overcrowding is also being drawn up.

Fire Brigades Development.—The Haverfordwest Borough Council is to be recommended by a committee to spend £500 on a new motor fire engine.

Long Distance Services Development. — In the past month Westcliffe Motor Services, London, have instituted daily services between Cardiff and London and also Cardiff to Liverpool, Manchester, Birmingham, Coventry, and Bournemouth. The Cardiff agents are Messrs. Hinton and Britton, Ltd., Castle Garage, at whose premises is also the starting point. The Ministry of Transport has, after inquiry, over-ruled the Cardiff City Council's refusal of licences to Western Services, Ltd., and to South Mon. Motors, Ltd., Lydney, for services between Cardiff and London. The appeal success of South Mon. Motors, Ltd., is worthy of note by all long distance services proprietors, inasmuch as Cardiff sought to enforce the carrying of a conductor on these buses, although the seats are all pre-booked. The Ministry has decided against such a condition.

Appeals Decisions.—The Ministry of Transport has decided in favour of the appeal of the Newport (Mon.) Corporation against refusal of licence for occasional service from Newport to Lighthouse and service Newport-Pye Corner by the St. Mellon's Rural District Council. The Newport char-a-bancs proprietors had also protested against licences being granted on the ground that an occasional, when required, summer-time only service was tantamount to engaging in private hire, for which Newport has no statutory powers, but the objection was not upheld. The Ministry has also decided in favour of the Newport Council in the appeal made by Danygraig Motors, Risca, against conditions of licence issue of the Newport authority and refusal of eight additional bus licences.

Disputing Ministry Decisions.—Although the Ministry of Transport decided some time ago in favour of South Wales Commercial Motors, Ltd., in an appeal by the company against refusal of licences which had been held by a company out-bought by the appellants, it is only now that the Ogmore and Garw Council, the local authority whose decision was disputed, is putting that ruling into force.

The Level Crossings Nuisance.—The Carmarthenshire County Council has discussed the level crossings nuisance to traffic and the injury to trade and congestion of traffic arising therefrom. In particular, the Council instances the position at Station Road, Llanelly, where the main road of the borough and, therefore, the main stream of traffic, is intersected by a railway level crossing, the railway being a main line. Traffic interruption is continuous throughout the day. The County Council has now decided to ask the Ministry of Transport and the railway companies what financial assistance they will give if the County Council takes steps to avert the main crossings in the county.

Caring for Horse Traffic.—A public meeting was held recently at Haverfordwest to consider ways and means of making the streets safe for horse traffic. The meeting's feeling has since been communicated to the Town Council and was to effect that it was concluded that the system of shoeing could not be altered and that the only way to help horses was by keeping the streets well supplied with gritting of the size of the smallest chipping. The Council has decided to act on the suggestion.

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Scottish Notes.

FROM OUR OWN CORRESPONDENT.

Traffic Congestion.—Like other towns Glasgow is faced with many problems in connection with the ever increasing traffic on the main roads. Since the Government has urged local authorities to try and put forward schemes for the relief of unemployment there is a general feeling that something should be done now without letting any more time slip in. A visitor from London at once notices the difference in the flow of the traffic as compared with that in the metropolis. He wonders until he sees that the trams occupying half the street are the stumbling block, but it must be said that Glasgow is, and has been, the city of the most efficient tramway system.

Building Over the Clyde.—An idea, not new by any means, is that the river Clyde should be covered in for the length of a quarter-mile. The open space thus created could be used as a huge railway and bus centre. There is much to be said for a scheme along these lines, and the only drawback seems to be the cost of such a huge undertaking. In continental cities rivers have been covered in but not on such a big scale as here suggested. Whether the idea will be taken up by the Corporation is doubtful but it is worth at least careful examination.

Bus Sickness.—A daily paper has made the discovery that some passengers suffer from bus sickness. On certain routes of a switchback nature one may expect that the swaying of the vehicle would have a bad effect on certain people. Also a long distance journey on a bus has made women feel squeamish. At the same time it must be pointed out that train sickness is not unknown. Nearly all the saloon buses on the road to-day are as comfortable as the builders can make them. Better ways of ventilating the cabins are being evolved so that passengers are being considered in every way.

Glasgow-Inverness Road.—Inverness-shire Road Board have decided to recommend the County Council to accept an offer from the Ministry of Transport to make a grant of 97½ per cent. for the reconstruction of certain sections of the Glasgow-Inverness Road, the estimated cost being £2,896,500.

Scottish C.M.U.A. — The Scottish Commercial Motor Users' Association continues to perform very useful work and all responsible owners should be members. During the past year many Provisional Orders have been promoted by municipal bodies and the Association in the interests of its members has taken exception to certain of the clauses which gave monopoly powers. Mr. John W. Loudon, the general secretary, has had a busy time and the affairs of the organisation are in the best hands with the genial Edinburgh solicitor at the steering wheel.

Ayr Tramways.—The annual report of Ayr Corporation Tramways shows a decrease in revenue of £3,041 as compared with last year. The decline in the takings from traffic is a little over 10 per cent.

Big Contract for Glasgow.—Messrs. F. D. Cowieson and Co., of Charles Street, Glasgow, have obtained the contract from the Glasgow Corporation for the supply of bodies for 100 buses to be of the standard central passage kind of the Cowieson patent type—that is three seats, a passage, and a single seat on each row of the upper deck. The contracts for the supply of chassis have been placed with Leyland Motors, Ltd. and the Associated Equipment Co., Ltd. The total expenditure involved amounts to about £175,000. The Corporation have now 106 double deckers in regular service but with others on order, plus spares, etc., the fleet numbers about 200.

Long Service.—The Tramways Committee of the Glasgow Corporation has decided to honour 100 of the employees who have completed 35 years continuous service since the system was municipalised in 1894. Mr. Lachlan Mackinnon, the general manager, has over forty years service which includes 7 years with the company which operated the tramways prior to municipalisation. He has the longest service of any in the service.

A Civic Week.—The Glasgow Corporation have decided to hold a Civic Week with the object of stimulating educational and commercial interest in the city. It will be the first venture of its kind, and April, next year, has been mentioned as a suitable date for the event. A strong committee has been formed and it includes representatives from the Chamber of Commerce, the Clyde Trust, Merchants' House, Shipping companies, etc.

Irish Notes.

FROM OUR OWN CORRESPONDENT.

Reckless Driving of Buses and Motor Coaches in the Irish Free State.—At a meeting of the Council of the Dublin Chamber of Commerce, the following resolution was passed:—"The Council of the Dublin Chamber of Commerce desire to direct the attention of the Government to the increase in the number of accidents, both fatal and otherwise, caused by the reckless manner in which heavy motor traffic, notably buses and motor coaches, is carried on in rural and urban areas; the Council would urge on the Government the necessity for amending the law dealing with the supervision, inspection and control of this traffic without further delay."

Industrial Pageant in Dublin.—One of the most interesting features of the Dublin Civic Week celebrations was the Industrial Pageant that was organised under the auspices of the Irish Industrial Development Association. No less than 164 vehicles of various descriptions took part in the procession through the leading streets of Dublin, headed by the Metropolitan Guards' Band.

Increased Imports of Motors and Motor Parts into the Irish Free State.—The Irish Free State official trade returns for the first seven months of the present year, which were issued in September, showed that from January 1st to July 31st, 1929, up to 5,155 motor cars, at a declared cost of £810,518, were imported into the Free State, as against 2,877 cars, valued at £498,241, during the first seven months of 1928. There were 710 commercial motor vehicles, valued at £129,672, imported during the first seven months of the present year, as compared with 329 motor vehicles, valued at £108,672, imported in the corresponding period last year. The value of motor car parts and cycle accessories imported this year up to July 31st was £277,333. Motor tractors and parts to the value of £591,253 were exported from the Free State up to July 31st.

Combined Road and Rail Transport in the Irish Free State.—In connection with the development of combined road and rail transport in the Irish Free State, an interesting announcement was made recently to the effect that the Great Southern Railways Company of the Free State and the Irish Omnibus Company had arranged that in future return tickets would be interchangeable on many of their principal road and rail services. This beginning, it is believed, will be followed by an extension of the arrangement to the entire system of road and rail traffic of both companies, and that it is most probable that road services by the buses will be extended in such a manner that backward districts will be included in due time, with the result that the greater part of the country will be brought into the combined system.

Problem of Control and Regulation of Road Transport Services in the Irish Free State.—On the subject of the development of combined road and rail transport that has now been put into operation in the Irish Free State, Senator O'Farrell, Irish Secretary of the Railway Clerks' Association, gave his views in an interview recently, in the course of which in part he said: To the extent that the purchase of this large bus company, the I.O.C., by the Great Southern Railways Co. and the recent decision to have interchangeable tickets by rail and road services, eliminate confusion, and give a better, and eventually, I believe, a cheaper service to the public, I welcome the recent developments, but I do deplore the tendency to push the great railway services into second place, and adopt a policy which tends to discourage the use of railways as an alternative to buses, notwithstanding the much greater comfort, speed and safety of the former. I also consider that it is the duty of the Ministry for Industry and Commerce to see that the measure of control in regard to fares, routes, safety appliances, minimum services, etc., for which provision is made in the Railway (Road Motor Services) Act of 1927, is applied to the new road department of the Railways Company. The acquisition of the whole of the I.O.C. by the Railways Co. now enables the Minister to exercise the same control over the whole of these road services as previously he exercised over the services run by the Great Southern Railways only. To this extent, also, the purchase of the I.O.C. by the Great Southern Railways Co. is a welcome development, inasmuch as it simplifies the problem of reasonable control and regulation of the road transport services in the Irish Free State, and makes less difficult the task of dealing with this problem of transport regulation in a comprehensive way.

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Law Cases.

A POINT TO NOTE.

A DECISION of importance to the motor industry was given by Judge Moore, in the Southwark County Court, in an action in which Mr. W. G. Fish, C.B.E., of Sydenham Hill, S.E., sued Messrs. J. Sainsbury, of 10, Stamford Street, Blackfriars, S.E., to recover £2 17s. 6d., the damage alleged to have been done by the defendant's motor van to the plaintiff's motor car. The amount of the claim was admitted to be trivial, but the principle involved of far-reaching importance.

Mr. E. H. Hunter appeared as counsel for the plaintiff, and Mr. George D'Arcy Edmondson, barrister, for the defence.

The plaintiff gave evidence and said his car was stationary at the south side of Blackfriars Bridge when one of the defendants' vans backed into it, and caused the damage claimed. He sent in a claim to the defendants, and received a reply from an Assurance Company, asking the name of his insurance company, and declining to settle with him. He, plaintiff, refused to disclose the name of his insurance company, telling them that it was no concern of theirs whether he was insured or not, or who the company was. The Assurance Company thereupon informed him that unless he divulged the name of his insurers they could not settle with him, personally, but would make him take the case to Court, where he would have to prove the damage to his car. As they had adopted such an attitude, the plaintiff decided that he would make them pay, and he thereupon issued the summons against Messrs. Sainsbury.

After the damage had been proved, Mr. Edmondson, counsel for the defendants, contended that the matter would have been amicably settled if the plaintiff had cared to disclose the name of his insurance company. If he had done so, it would have been paid, as it would have been settled between the two companies on their "knock-for-knock" agreement. Under this agreement, insurance companies paid half the total loss, and was a general agreement between companies in order to avoid expensive litigation.

Judge Moore decided that the plaintiff was entitled to bring his claim on his own behalf, and not through an insurance company, and gave judgment for him, with the question of fitting ball-bearings on to the whole of their costs.

A WISE DECISION.

FOR an alleged obstruction of the footpath whilst unloading goods from a motor lorry, Messrs. T. L. Robinson, Ltd., wine and spirit merchants, of Preston, were summoned at Preston. It was stated that in front of defendant's premises the footpath was obstructed by the unloading of a motor lorry to get past. The conveyor was 5 ft. 6 in. above the level footpath from the lorry to a platform inside the premises. Pedestrians had to leave the footpath and walk round the lorry to get past. The conveyor was 5 ft. 6 in. above the level of the pavement.

Mr. G. Ambler, who defended, pointed out that occupiers of premises were entitled to the reasonable use of the pavement in front of their premises for the loading and unloading of goods, and he quoted High Court decisions in support of this contention.

Mr. H. Fazackerley pointed out that these cases referred to the carrying of goods from vehicles across the pavement, and not, as in this instance, to an obstruction of the pavement by a fixed mechanical contrivance. The magistrates dismissed the summons as there was not sufficient evidence of unreasonable obstruction.

MOTOR COACH PROPRIETOR SUED.
MISTAKE OVER TIME FOR RETURN JOURNEY.

IN the Whitechapel County Court, before Judge Cluer, two actions were heard against a motor coach proprietor for alleged not picking up all the passengers, when returning from Ramsgate. The first action was by Miss Emily Free, of 10, Library Place, St. George's, E., the defendant being Mr. W. Padmore, of 18, Renforth Street, Bermondsey, S.E., motor coach proprietor, to recover £1 15s. 4d.

The plaintiff gave evidence, and said that she booked with a Mr. Colin, an agent in Commercial Road, E., to go to Ramsgate on August 3rd last. On arrival, the driver told the passengers that they should meet at the Victoria Garage, Ramsgate, at 4 o'clock the following Saturday, for the return journey. She was at the appointed place, with her friend, at 3.40, but the coach did not arrive, and she had to return by train. The return ticket on the coach cost 15s., but she had to pay 9s. 9d. for the single fare by rail, and also her fare from Victoria to Stepney.

Cross-examined by Mr. Padmore, she agreed that there were other passengers on the coach, but she did not know that 44 went down but only 38 returned. A friend of the plaintiff, who accompanied her, gave evidence that she heard the driver say they should be picked up at 4 o'clock.

Thomas Haines, the driver of the coach, said that when he got to Ramsgate he distinctly told all the passengers to be ready to return at 3 o'clock. As a fact, he was there with the other coach at 2.30, and 38 of the 44 passengers were on board by 3 o'clock, but he waited until 3.30 for the plaintiff and the other missing passengers without avail.

Judge Cluer said that the driver should have spoken more clearly when he was indicating the time they should return. The plaintiff was claiming for the expenses of her friend as well as herself, but that would have to be the subject of another action. He would allow the plaintiff 7s. 6d., half the value of the return coach ticket; 9s. 9d., the rail fare from Ramsgate to Victoria; and 5d., the fare from Victoria to Stepney, 17s. 8d. in all, and costs.

The second case was against the same defendant, the plaintiff being Sarah Enever, of 23, Brunton House, Commercial Road, E, a widow, and she claimed £3 10s. 8d., rail fares and expenses in returning from Ramsgate, with her three children; four 7s. 6d. tickets on the coach; four 9s. 9d. singles on the train, and four 5d. tickets from Victoria.

The plaintiff declared that she was told distinctly to return at 4 o'clock, and she was there 25 minutes early. She returned by train, and saw the driver later in the evening, and he said he was sorry if he had made a mistake.

Mr. Colin, the agent, for the defence, said that before the coaches started out, he went along with Mr. Padmore and told the passengers what time to return.

His Honour said that it was evident the defendant's driver had made a mistake, and gave judgment for the plaintiff for the amount claimed, with costs.

THREE INCHES TOO WIDE.

A FINE of £2 was imposed on the Rawtenstall Corporation by the Bury magistrates for using a bus, the width of which exceeded the regulation width of 7 ft. 6 ins. The Corporation's explanation was that the buses were originally fitted with solid tyres. These had been replaced with balloon tyres, and it became necessary to stretch out the mudguards, which gave an additional width of three inches.

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Motor Notes.

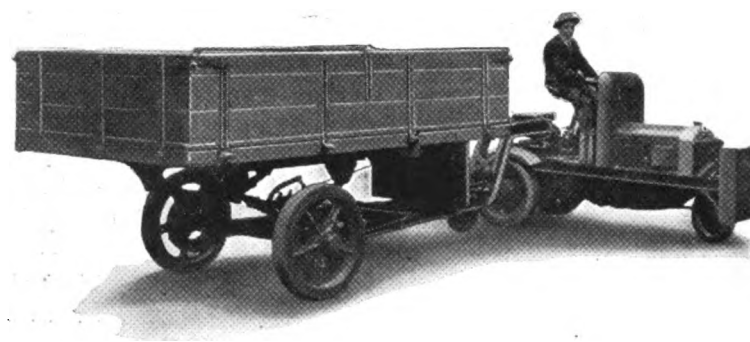
Hydraulic Jacks.—The Atlas Engineering Co., 23, Tavistock Square, London, W.C.1, send us catalogue sheets describing and illustrating their complete range of hydraulic jacks. With regard to the commercial vehicle jacks, the reservoir is brazed to the base, this being a special feature. These jacks are of great power, enabling the heaviest loaded vehicles to be dealt with, and they are built in a range of sizes to suit all makes of heavy vehicles. They are provided with Duplex pump, which ensure quicker and easier lift than other jacks, either round crutch discs or "V" crutch can be supplied. The former is for low axles. The commercial jacks are made in four sizes, namely:—No. 1, 9¼ in. closed, extending to 21¼ in. No. 2, 10½ in. closed, extending to 23¾ in. No. 3, 11¼ in. closed, extending to 25¼ in. No. 4, 12¾ in. closed, extending to 27¾ in.

THE ATLAS ENGINEERING CO'S. HYDRAULIC JACK.

Co-operative Beans. — The accompanying photograph shows part of a fleet of Bean commercial vehicles in service for the Worksop Co-operative Society, Ltd.

THE WORKSOP CO-OPERATIVE SOCIETY'S BEANS.

A New Millars' Tractor. — The Millars' Tructractor, manufactured by Millars' Machinery Co., Ltd., Pinners' Hall, Great Winchester Street, E.C.2, which is a general utility machine equipped with a platform or automatic dump body for use in industrial yards, such as foundries, docks and road work, is already well known, and the new Millars' Tractor is a unique variation of this vehicle. The frame is of the triangular girder type, and the springing is by coil springs and pneumatic suspension. The steering wheel is of the castor type, equipped with a solid rubber tyre, which together with the narrowness of the track (it is only 3 ft. 5½ in.), gives it a remarkably small turning radius. Power is provided by a four cylinder engine, 3⅛ in. bore and 4½ in. stroke, developing 16 b.h.p. It is fitted with an aero type impulse starter, a solex carburetter with air filter, and B.T.H. magneto, all being standard equipment. The drive is enclosed gear with a bevel differential. A three speed and reverse gear box is provided of the selective type with dry plate clutch. The engine is pressure lubricated, and the chassis is lubricated on Enots grease gun system throughout. The brakes are the internal expansion type capable of hauling a 5/6 ton load. The tractor is intended for hauling a two-wheel trailer of the swan neck pattern. Amongst users are Messrs. Greenall Whitley & Co., Ltd., of Warrington, and another well known brewery at Watford.



THE MILLARS' TRUCTRACTOR.

Car Collection Company's Birmingham Branch. — The Car Collection Company of 244 Edgware Road, London, W.2, specialists in the collection and delivery of commercial vehicles have, owing to the steady expansion of their business, opened an office under the management of Mr. E. R. Reid at 20 Herald Chambers, Martineau Street, Birmingham. Telephone: Central 7189. Telegrams: "Karkollect."

Order for Bristol Superbuses.—The West Riding Automobile Co., Ltd., of Wakefield, who already operate a fleet of 128 "Bristol" omnibuses, have recently placed an order with the Bristol Tramways & Carriage Co., Ltd., for a further fifteen "Bristol" 30-seater Superbuses.

"Guy" Activities.—Only a short time ago, Mr. F. J. Woodward, who had previously been Sales Manager of Guy Motors, Ltd., of Wolverhampton, took over the position of Director and General Manager of Guy Motors (South Africa), Ltd. Things are already beginning to move there, and the firm are shipping a number of Guy 30-cwt. chassis, 20-seater light passenger speed chassis, 32-seater 6-cylinder 4-wheeled bus chassis and 7-ton six-wheeler chassis. Public opinion appears to be favouring the use of trolley buses where trams have been or are at present being used, and from various parts of the country and on the Continent visitors come to Hastings and to Wolverhampton to see the Guy trolley buses in operation, and the company is getting a very fair share of the trolley bus business. It is some time now since the Wolverhampton Corporation scrapped their trams and replaced them with trolley and petrol buses, and Guy Motors have now received a further repeat order (17th repeat order) for their vehicles from the Wolverhampton Corporation—this time for five six-wheeled trolley bus chassis having front wheel brakes and axles offset to the nearside to give lower overall height of complete bus.

Manchester Orders New Omnibuses. — There was a somewhat lively meeting recently of the Manchester City Council who had before them a recommendation by the Tramways Committee that orders for ninety new omnibuses should be shared equally among Crossley Motors, Limited, Manchester; Leyland Motors, Limited, Leyland, Lancashire, and the Associated Equipment Company, Limited, London. As a result of the discussion the Council decided that the contract should be divided between Crossley Motors, Limited, and Leyland Motors, Limited, thus keeping the work in Lancashire.

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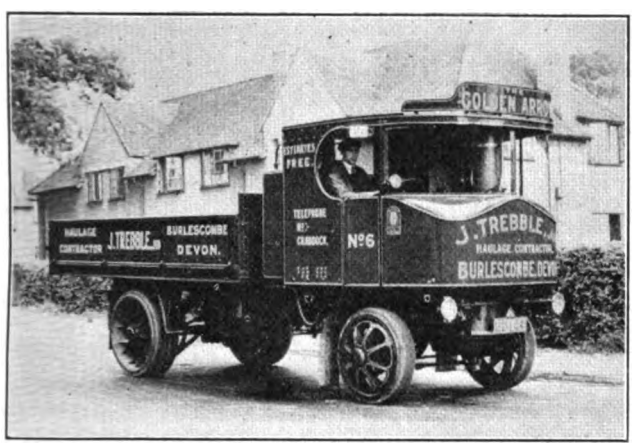
Karrier New Models.—Karrier Motors, Ltd., Karrier Works, Huddersfield, announce that the coming year will see the marketing by them of a new and comprehensive range of passenger vehicles, five in all, designed specifically for the rapid, sure and comfortable conveyance of from 20 to 68 people. The following descriptive names have been allocated to the new chassis:—Cutter, 20 seat four-wheeler; Coaster, 26 seat four-wheeler; Chaser, 32 seat four-wheeler; Clipper, 40 seat six-wheeler; and Consort, 68 seat six-wheeler. The 1930 goods carrying vehicles, whilst having been brought thoroughly up-to-date, will be on much similar lines to the present range of from 2 to 12 tons, but a new addition has been made to which attention will be drawn in due course. An example of this model to the order of a leading Railway Company will be exhibited on Stand 77 at Olympia.

Commer Car Orders.—Amongst various deliveries made by Commer Cars, Ltd., of Luton, during the last month, are the following:—Two 2½GN type (2½-ton chassis) for the Vacuum Oil Company. One 4GN type (4-ton chassis) a repeat order for the Glico Petroleum Co. Three 2½GN type (2½-ton chassis) for the Sheffield Corporation. One 5P chassis (for 20-seater omnibus body) a repeat order for G. L. Scott, Aberdeen. Two 3-ton covered lorries complete for Kolster Brandes Co., Ltd., Sidcup, and one 4GF (4-ton forward drive) complete lorry for Rice & Sons, Ltd., Stockwell.

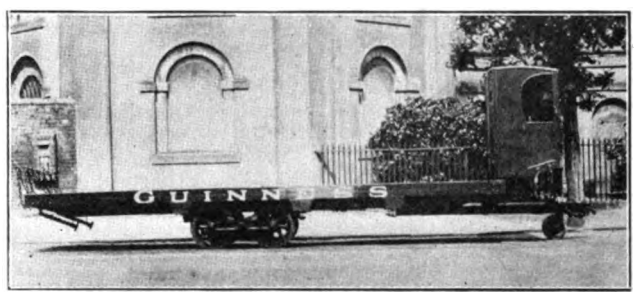
"Sentinel" Sales.—We are informed by the "Sentinel" Waggon Works, Ltd., of Shrewsbury, that they have recently received orders for their well-known double geared rigid frame six wheeler the "Sentinel" D.G.6. from the following:—The City Brick Co., Ltd., Birmingham; Ramsdell Brick Works; Crowder & Brown, Birmingham; A. J. Gupwell, Ltd., Birmingham (repeat order); F. W. Berk & Co., Ltd., London; Cliffords (Fulham), Ltd.; T. R. Sanders, Windsor (2) (repeat order); Lewis, Rugg & Co., London; C. Pace, London; Willment Bros., London (repeat order); F. Saunders, Woolwich; F. W. Wright, Tetbury, Glos. (repeat order); Blockley Brick and Tile Co., Blockley; Tarmac, Ltd., Wolverhampton (4) (repeat order); W. E. Edwards, Brixton; Newman and Masters, Lytchett Minster (2); A. D. Hayes, Ltd., B'ham; Marston, Thompson & Evershed (2); Jas. & Geo. H. Matthews, Ltd.; H. Kemp, Ltd., Doncaster; H. Thompson and Co., Ltd., Canada; Robertson & Sons, Catford; Cement Marketing Co., Ltd., London (repeat order); Wm. Lewis, Ltd., Bootle; Breedon & Cloud Hill Limeworks, Isley Walton (repeat order); Mansfields, Ltd., Eastbourne; Pearce Haulage Co., Ltd., Newport, Mon. (repeat order). During this same period the double geared four wheeled tipping and flat platform model has also been in demand and the following have placed orders:—Geo. Shaw & Co., Ltd., Leigh (repeat order); J. Washbourne & Son, Yate; E. J. Mylon, Hayes (repeat order); Hough & Whitmore, Gloucester; G. H. Wintle and Sons, Old Sodbury; R. Rowley & Co., Ltd., Leicester; J. & P. Zammitt, Llanelly; Tottenham & District Gas Light & Power Co., Ltd.; Fulton & Semple, Crosshouse; Wm. Elworthy, Tiverton (repeat order); The Premier Waterproof & Rubber Co., Ltd., Manhester (2); Hodgson's Kingston Brewery Co., Ltd.; H. S. Pledge & Sons, Ltd., Ashford; Young Bros., Riddrie (repeat order); John Methuen & Sons, Markinch. The "Super-Sentinel" too is still popular both at home and abroad, and the following have placed orders for this model:—J. Trebble, Junr., Burlescombe, Devonshire; The Griffin Engineering Co., Ltd., Jo'burg; Graham, Row & Co., Valparaiso, Chile (4).



A SENTINEL IN THE SERVICE OF J. TREBBLE, JUNIOR.

Saurer Representation in Lancashire and Cheshire.—The Saurer Commercial Vehicle Co., Ltd., of 21 Augustus Street, Albany Street, London, N.W.1, have recently concluded an agreement with J. Blake & Co., Ltd., of Liverpool and Manchester, whose name is so widely known throughout the motor trade, whereby they will be representing the Saurer Company in the counties of Lancashire and Cheshire. Messrs. Blakes have already been Saurer agents for the past four years in Liverpool and district. Messrs. Blakes have, both at Liverpool and Manchester, well equipped and spacious premises capable of dealing with quite extensive overhauls and repairs. In addition they will carry at both depots a demonstration chassis, and a stock of Saurer spares.

The Eagle Special 8-ton Trailer. — The Eagle 8-ton patent trailer shown in the photograph, is a new type recently supplied to Messrs, Guinness, of Dublin. It is fitted with four wheels in tandem, carried on a bogie. The yokes are carried off the main axle, which extends the full width of the chassis. By this method, the road shocks are halved, and at the same time distribute the load from two to four wheels, but the trailer has the same advantage as a two-wheel trailer for backing purposes. Messrs. Guinness operate a large fleet of Eagle 2-wheel trailers, working in conjunction with International tractors. All trailers are fitted with a cab in front, and have a body platform of 22 ft. 3 in. long by 7 ft. wide. The Eagle patent spring drawbar is included, and also a screw down castor wheel. During the first half of August last, the Eagle Engineering Co., Ltd., received orders for over one hundred trailers of their various models, 67 of which were for home and foreign railway companies, including 42 5-ton trailers for the G.W.R. Co. Amongst other orders are fleets of the firm's patent two-wheel trailers for Courtaulds, Ltd., Bleachers Association, and Imperial Chemical Industries, all repeat orders, and a fleet of Eagle patent 2-wheel house refuse trailers for Exeter.



THE EAGLE SPECIAL 8-TON TRAILER.

Guy 30-cwt. Vehicles for Newspaper Delivery Work.—Guy Motors, Ltd., of Wolverhampton, have received a further repeat order from the *Evening Standard* for twelve 30-cwt. vehicles. This is the fourth repeat order the firm have received from the *Evening Standard* and the second batch of twelve which Guy Motors, Ltd., have supplied to them. This newspaper fleet now includes 37 Guy vehicles. Guy Motors, Ltd., have received repeat orders for this type of vehicle from Harrods, Ltd., the British Petroleum Company, The Ever Ready Co., Ltd., Messrs. Chivers, of Cambridge, The Avon India Rubber Co., Ltd., and large quantities have been exported to Australia, New Zealand and South America. The Guy 30-cwt. lorry with hinged and detachable sides and tailboard 15 ins. high, inside platform measurements 8 ft. 6 in. by 6 ft., completely equipped and painted in standard colours—green, dark blue or grey, is priced at £420; the chassis price, completely equipped, is £348.

Halo and Mintex Friction Linings.—We have received from British Belting and Asbestos, Ltd., an interesting brochure describing the manufacture of their Halo and Mintex friction linings for automobile manufacturers. The brochure contains an alphabetical list of all chassis giving the dimensions and prices of Halo brake liners for each, and a similar list for Mintex brake liners and Scandinavia cone clutch liners and various other of the firm's products, such as woven fan belts, etc.

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County Court Judgments.

The following returns from the Registry of County Courts' Judgments, Whitehall, have been received relating to judgments entered up in the respective County Courts of England and Wales. Publication does not imply inability to pay. Many judgments may have been settled between the parties or paid. Judgments settled otherwise than through the Court may appear unless "satisfaction" is entered up within twenty-one days from judgment or allocatur. Registered judgments are not necessarily for debts. They may be for damages or otherwise, they may relate to actions *bona fide* contested between the parties, or they may be against defendants, liable in a representative capacity, and not personally; but no distinction is made on the register. Judgments are not returned to registry if satisfied in Court books within twenty-one days.

G. S. Abba, 34, Risby Gr., Cottingham Road, Hull, haulage contractor. £22/12/6. June 12th.

Richd. Barry, 59, Sandfields Road, Averavon, Glam., haulage contractor. £26/19/9. June 11th.

David Roberts, 1, Clive Place, Merthyr Vale, Glam., haulier. £44/14/6. May 23rd.

Jas. Dawe, Hornbrook Villas, Lower Compton Road, Plymouth, haulier. £47/5/9. June 15th.

Arthur Perkins, Little Bristowe, Madley, Herefordshire, haulier. £23/14/6. June 25th.

Thos. Brown, 34, Ffinch Street, Deptford, Kent, motor cartage contractor. £26/6/3. June 28th.

Jno. Woollam, Marsh Lane, Preston, Lancs., haulage contractor. £76/10/2. June 27th.

Herbt. Hingley, 7, Tichbourne Street, Dudley, Worcs., haulier. £60/5/3. May 15th.

Enoch Redfern, St. Mary's Gate, Wirksworth, Derbyshire, haulage contractor. £27/0/9. July 4th.

Ernest Field, 148 London Road, Southend-on-Sea, Essex, removal and cartage contractor. £36/11/0. July 3rd. (Tdg. as E. G. Field & Sons).

V. B. Edwards, 31 Talbot Hill Road, Bournemouth, haulage contractor. £26/18/6. June 28th.

Jno. Ward, 13 Montrose Crescent, Wembley, Middlesex, removal contractor. £27/8/0. June 7th.

Jas. Coates, Holly House, Richmond, Yorks., haulage contractor. £25/1/7. June 17th.

Ernest Hoyle, 3 Water Place, Shade, Todmorden, Yorks., haulage contractor. £23/7/6. June 27th.

Daniel James, Swansea Road, Waunarlwydd, Glam., haulier. £77/9/10. June 12th.

Wm. Roberts, at Anchor & Hope, High Street, Grays, Essex, removal contractor. £44/8/11. June 12th.

Cecil Arthur Sweet, Heathcote, Radlett, Herts., haulage contractor. £47/15/6. July 1st.

Bee Cee Trading Co., Ltd., 15 Stockton Street, Greenwich, London, S.E., haulage contractors. £28/12/2. June 13th.

Albt. E. Gorman, 421 Hawthorne Road, Bootle, Lancs., haulage contractor. £39/5/10. June 27th.

Geo. Edwin Jubbs, Upton, Lincs., carrier. £32/10/0. June 25th.

Robt. Smith, Oxton, Notts., carting contractor. £24/5/8. July 11th.

Jno. Lloyd, 43 Peel Street, Dresden, Staffs., haulage contractor. £25/6/10. June 27th.

Archibald Fredk. Jas. Jones, 42 Hereward Road, Upper Tooting, Surrey, haulage contractor. £47/16/0. June 18th.

Arthur Allanson, 25 Carlton Street, York., carter. £26/15/1. July 9th.

Lionel Lister, 87 Nab Lane, Mirfield, Yorks., haulage contractor. £50/3/8. July 15th.

Jas. Pounder, Pleasant Street, Domestic Street, Leeds, carting agent. £26/4/4. July 1st.

Herbert Ware, 54 Day Street, Hull, haulage contractor. £25/7/6. July 6th.

Jas. Jones, 24 Blue Street, Carmarthen, haulage contractor. £23/15/5. July 5th.

Woolf Levy, 68 Blackwall Lane, Greenwich, London, S.E., char-a-banc proprietor. £54/7/7. June 5th.

C. & J. Bootle, 715 Oldham Road, Bardsley, Lancs., carriers. £24/3/1. July 15th.

R. Thompson & Co., 2-6, Queen Street, Salford, Lancs., carriers and warehousemen. £32/19/0. July 16th.

F. Few, 2 Paston Lane, Walton, Northants., cartage contractor. £38/12/9. June 24th.

Jno. Mellor, 25 Slater Street, Biddulph, Staffs., carter. £25/1/4. July 12th.

Walter Booth, 25 Rockley Road, Hillsboro', Yorks., haulage contractor. £56/5/4. July 8th.

Austin Brown, 3 House, 1 Court, Mary Street, Rotherham, Yorks., carter. £30/1/9. July 17th.

The Gazette.

Dissolutions of Partnership.

Charles Frederick Davis and Alexander Albert Davis, trading as C. & A. Davis, general carriers and contractors, 16 Dufferin Street, London, E.C.1. 1st August, 1929. All debts by Alexander Albert Davis, who will continue.

Frederick Charles Hawkes, Charles William Hawkes and Horace Clifford Hawkes, trading as F. Hawkes, 18 Goodman's Yard, Minories, London, and Dorset Street, Stepney, carman. 29th August, 1929.

The Bankruptcy Acts, 1914 and 1926.

Bankruptcy Proceedings.

George William Hayes, Cheam House, Park Lane, Macclesfield, Cheshire, haulage contractor. Receiving order and order of adjudication, July 31st. Public examination September 24th, at Macclesfield.

Thomas Allen Corbett, 20 Belper Road, Sheffield, Yorkshire, haulage contractor. Receiving order and order of adjudication, Aug 1st. Public examination October 3rd, at Sheffield.

Edward Phillips, 44 Lower Crown Street, Morriston, Swansea, Glamorganshire, haulier. Receiving order and order of adjudication, August 1st. Public examination October 11th, at Swansea.

Sydney Edward Temple, 75 Sheep Street, Northampton, haulage contractor, lately Rothersthorpe Road, Far Cotten, Northampton. Receiving order and order of adjudication, August 9th. Public examination October 4th, at Northampton.

James Moore, Rock Cottage, Georgenympton, Devonshire, lately general haulier. Receiving order, August 8th. Order of adjudication, August 13th. Public examination October 1st, at Barnstaple.

Walter Henry Pratley, Hill Crest, Westfield, Wyke, near Bradford, lately 60 New Road, Halifax, haulage contractor. Receiving order and order of adjudication, August 15th. Public examination October 4th, at Halifax.

Notices of Intended Dividend.

Ernest William Hudson, Kimberley House, Newtown, Pontefract, Yorkshire, formerly haulage contractor, etc. No. 13 of 1929. Claims to Basil Shaw Briggs, County Chambers, King Street, Wakefield, Official Receiver.

George Morgan, lately 7 Essex Terrace, Saktash, Cornwall, carrier. No. 5 of 1928. Claims to Alfred N. F. Goodman, 11 St. Aubyn Street, Devonport.

John Glaze Griffiths, 5 St. Alkmund's Place, Shrewsbury, Salop, haulage and removal contractor. No. 4 of 1929. Claims to Cyril John Pyke, 22 Swan Hill, Shrewsbury, Official Receiver.

James Richard Lamb, Talbot Garage, High Street, Settle, Yorkshire, haulage contractor. No. 26 of 1929. Claims to John Osborne Morris, 12 Duke Street, Bradford, Official Receiver.

Notices of Dividend.

John Henry Binns, Heights Lane, Eldwick, near Bingley, Yorkshire, haulage contractor. No. 33 of 1929. First and final of 3/7d. in the £, payable at the Official Receiver's Office, 12 Duke Street, Bradford.

Edward Thomas Bateman, The Common, Lingfield, Surrey, carman and contractor. No. 6 of 1925. First and final of 7/4d. in the £, payable at the Official Receiver's Office, 12a Marlborough Place, Brighton.

Cecil Emerson Yeatman, 22 Chapel Lane, Poole, Dorset, haulage contractor. No. 33 of 1928. First and final of 5¼d. in the £, payable at the Official Receiver's Office, Midland Bank Chambers, High Street, Southampton.

James Alfred Morbey, 3 Victoria Gardens, Victoria Avenue, Kingston-upon-Hull, haulage contractor. No. 14 of 1929. First and final of 3¼d. in the £, payable at the Official Receiver's Offices, 37 Scale Lane, Hull.

Arthur Victor Newman, 2 Dorset Villas, Dorchester Road, Weybridge, Surrey, cartage contractor, etc. No. 18 of 1928. First and final of 1/4d. in the £, payable at the Official Receiver's Office, 29 Russell Square, W.C.1.

Thomas Oswald Leefe, 46 Heathcroft, Hampstead, London, N.W., haulage contractor, lately trading as T. O. Leefe, 6a North End Road, Golders Green, Middlesex. No. 57 of 1929. First and final of 3/6d. in the £, payable at 14 St. Mary's Axe, London, E.C.3.

John Parry, Nant Carw, Meyllteyrn, Caernarvon, haulage contractor, etc. No. 2 of 1929. First and final of 1/4¼d. in the £, payable at the Official Receiver's Offices, St. Peter's Churchyard, The Cross, Chester.

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New Companies.

British & Continental Transport, Ltd. (242,222).—Private Company. Registered September 9th. Capital £200 in £1 shares. Objects: To carry on the business of transport agents, general carriers, railway and forwarding agents, carmen, warehousemen, wharfingers, shipowners, etc. The directors are: W. Dalton, R. A. E. Somerville. Registered office: 31/33 High Holborn, W.C.1.

Rymers Air Lines, Ltd. (242,266).—Private Company. Registered September 11th. Capital £100 in £1 shares. Objects: To own, hire or control aeroplanes, flying boats or any known or future vehicles or devices of any kinds for the transportation of goods or passengers by air, to operate air line services, to provide garages, etc. The first directors (to number not less than 2 nor more than 5) are C. F. Rymer, Olive M. Williams. Registered office: 17 James Street, Liverpool.

Stepney Haulage, Ltd. (242,377).—Private Company. Registered Sept. 17th. Capital £1,000 in £1 shares. Objects: To carry on the business of haulage and general contractors, carmen, cartage contractors, proprietors of and dealers in motors and other accessories, etc. The first directors are not named.

H. Stone & Company, Ltd. (242,440). — Private Company. Registered September 20th. Capital £2,000 in £1 shares (1,000 ordinary and 1,000 deferred). Objects: To acquire the business of a contractor, haulier, coal merchant and builder carried on by H. Stone at Watchett, Somerset. The directors are: H. Stone (governing director), Mrs. Gertrude Stone. Secretary: Mrs. Gertrude Stone. Registered office: The Garage, St. Audries, Somerset.

Henry Green & Son (Haulage Contractors), Ltd. (242,490).—Private Company. Registered Sept. 23rd. Capital £5,000 in £1 shares. Objects: To acquire the business of a haulage contractor now carried on by H. Green at Rifle Street, Poplar, E. as "Henry Green and Son." The permanent directors are: H. Green (chairman), H. C. J. Green. Secretary: H. C. J. Green.

Associated Bus Companies, Limited. (242,532).—Private Company. Registered September 25th. Capital £20,000 in £1 shares. Objects: To acquire from the trustees of a deed dated July 1st, 1929, between the members of the Associated N. Staffs. Motor Bus Proprietors, of Hanley, Stoke-on-Trent, and their chairman and vice-chairman, the omnibuses, licences, real and personal property and goodwill acquired by them under the trusts of the said deed, to carry on the same, to apply for, acquire and carry on the business of licensed omnibus proprietors plying for hire, publicly and privately, and everything necessary for maintenance, including the building of garages; to purchase and sell spare parts, petrols, oils, greases and tyres, and hold agencies in connection therewith, etc. The first directors (to number not less than 2 nor more than 5) are: J. G. Leese, S. Hill. Secretary: H. Jones. Registered office: 69 Piccadilly, Hanley, Stoke-on-Trent.

Banks Bros., Ltd. (242,536). — Private Company. Registered September 26th. Capital £1,000 in £1 shares. Objects: To acquire the business of carting agents and fish and poultry dealers heretofore carried on by A. Banks, J. W. Banks and R. Banks, or either of them, at 144 and 263 Holderness Road and 68 Cleveland Street, Hull. The directors are: A. Banks, J. M. Banks, R. Banks (all permanent, subject to each holding 100 shares). Secretary: C. C. Holmes. Registered office: 144 Holderness Road, Hull.

J. Stevens (Transport), Ltd. (242,579).—Private Company. Registered September 27th. Capital £100 in £1 shares. Objects: To carry on the business of general carriers, railway and forwarding agents, warehousemen, bonded and general carmen, cartage contractors, garage proprietors, etc. The first directors are to be appointed by the subscribers. Registered office: 7/9 New Road, Woolwich, S.E.18.

Wright Bros. (Removals), Ltd. (242,635). — Private Company. Registered September 30th. Capital £1,000 in £1 shares. Objects: To acquire lands and buildings in London and elsewhere, to erect and maintain warehouses, offices, stables, garages, and any other buildings, to carry on the business of storers, warehousers, packers, removers and exhibitors of furniture, pictures, plate, musical instruments, wine and other consumable and perishable goods, carriages and other vehicles, etc. The directors are: S. W. Bishop, A. W. Bishop, H. V. Bishop. Registered office: 10 and 12 Belgrave Road, S.W.1.

A. Turner & Sons (London), Ltd. (242,636).—Private Company. Registered September 30th. Capital £1,000 in £1 shares. Objects: To acquire the business now carried on at Windsor House, Victoria Street, S.W., as "Arthur Turner," and to carry on the business of International freight forwarders, ship and insurance brokers and shipping agents, etc. The permanent directors are: A. J. Turner, Mabel Turner.

Seller Bros. (Hinckley), Ltd. (242,647).—Private Company. Registered September 30th. Capital £500 in £1 shares. Objects: To acquire the business of haulage and general contractors, garage proprietors, funeral furnishers and undertakers, etc., carried on by C. Seller and G. Seller at 55 Coventry Road, Hinckley, as "G. Seller and Co." The directors are: C. Seller, G. Seller. Secretary: A. J. Jenkins.

Herbert Transport, Ltd. (242,641).—Private Company. Registered September 30th. Capital £100 in £1 shares. Objects: To carry on the business of carmen, carriers, haulage contractors, warehousemen, wharfingers, general carriers, etc. The permanent directors are: J. W. Sims, H. H. Herbert.

Simpsons & Forresters, Ltd.—Registered in Edinburgh as a "private" company on October 1st, with a nominal capital of £100,000 in £1 shares. The objects are to carry on transport services for passengers and goods by motor omnibus, char-a-banc, car and other vehicles, etc. The directors are: F. Simpson, R. Forrester, W. J. Thomson, W. Alexander, Senr., W. Alexander, Jnr. The registered office is at 7 Market Street, Dunfermline. The file number is 15,716.

R. V. Morris, Ltd. (242,671). — Private Company. Registered October 1st. Capital £7,000 in £1 shares. Objects: To carry on the business of road transport contractors, common carriers, forwarding agents and warehousemen, etc. The directors are: R. V. Morris, A. F. Morris. Registered office: Hainault, Chadwell Heath Lane, Chadwell Heath, Essex.

Acme Pullman Services, Ltd. (242,710).—Private Company. Registered October 3rd. Capital £700 in £1 shares. Objects: To carry on the business of motor coach, cab, car, omnibus and van proprietors, motor garage proprietors, etc. The directors are: F. G. Smith, Mrs. C. B. Smith, G. Dudley. Secretary: C. B. Smith. Registered office: 3 Norton Folgate, E.1.

J. G. Rawlins, Ltd. (242,742). — Private Company. Registered October 4th. Capital £500 in £1 shares. Objects: To carry on the business of haulage contractors and road material specialists, dealers in building and road materials, and motor engineers, and to develop and turn to account the business formerly carried on by J. G. Rawlins at Alpha Yard, Alpha Place North, Kilburn. The directors are: J. G. Rawlins (chairman and permanent director), R. H. Kerswill, A. Kerswill. Secretary: A. Kerswill. Registered office: Alpha Yard, Alpha Place North, Kilburn.

Llanelly Steam Haulage Co., Ltd. (242,783).—Private Company. Registered October 5th. Capital £2,000 in £1 shares. Objects: To carry on the business of haulage and transport contractors, hauliers, and general carriers of goods and passengers, garage proprietors, motor repairers and dealers, dealers in waste metals, timber and other waste materials, etc. The first directors are to be appointed by the subscribers. Secretary: M. V. Drew. Registered office: The Copperworks, Llanelly.

W. Wakley and Sons, Ltd. (242,791).—Private Company. Registered October 5th. Capital £6,000 in £1 shares. Objects: To adopt an agreement with W. W. Wakley, R. Wakley, N. Wakley and A. Wakley, trading as W. Wakley and Sons, Ltd., and to carry on the business of motor engineers and char-a-banc proprietors carried on by the above at Northop, Flint. The first directors (to number not less than 2 nor more than 7) are: W. W. Wakley (governing director and chairman), R. Wakley, N. Wakley, A. Wakley (All permanent). Secretary: W. W. Wakley. Registered office: Fron Haul, Northop, Flint.

Mortgages, Charges and Satisfactions.

Great Central Motor Service, Ltd.—Land Registration charge on freehold premises, No. 2 Wyndham Street, Marylebone Road, N.W. dated August 23rd, 1929, to secure all moneys due or to become due from the company to Midland Bank, Ltd.

Parks of Portsmouth, Ltd.—Charge on 2, 3, 4 and 5 Whitecloud Place, Highland Road, Southsea, dated Sept.

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19th, 1929, to secure £600. Holder: Miss Eva H. Butterworth, Belvedere, All Saints Road, Scarborough.

J. Stevens (Transport), Ltd.—Debenture dated Sept. 30th, 1929, to secure £2,500, charged on the company's undertaking and property, present and future, including uncalled capital. Holders: J. Stevens, O. G. Stevens and W. J. Stevens, carrying on business in co-partnership as J. Stevens at 7/9 new Road, Woolwich, S.E.18.

St. George's Wharfage and Transport Company (1925), Ltd.—Satisfaction in full on July 30th, 1929, of debenture dated March 30th, 1928, securing £12,000.

Pearl Grey Coaches, Ltd. — Satisfaction in full on August 30th, 1929, of mortgage dated March 24th, 1924, securing all moneys due or to become due.

Receiverships (Appointment or Release).

J. T. Jefferson & Sons (Featherstone), Ltd. — H. Holmes, Incorporated Accountant Auditor, of 45 Ropergate, Pontefract, ceased to act as Receiver or Manager on July 26th, 1929.

Emery & Partners, Ltd. — S. T. Evans, of 6 Mount Stuart Square, Cardiff, ceased to act as Receiver or Manager on August 31st, 1929.

George Bury (Sheffield), Ltd.—P. Toothill, of 9 and 11 Figtree Lane, Sheffield, ceased to act as Receiver or Manager on September 12, 1929.

Irish Bus Owners' Association.

A meeting of the Irish Bus Owners' Association was held in Dublin on September 18th, at which Major J. H. de W. Waller, D.S.O., presided.

In the course of an address, Major Waller said that it must be a matter of great satisfaction to all present to know that the Association had steadily gained in strength and influence since it was started a year ago. The industry as a whole had entered a period of transition—legislation was in the air. The great general public, whom it was their privilege to serve, would, he believed, welcome fair play to the independent owners who had, by their energy and courage, developed an entirely new field of passenger transport, thereby adding considerably to the labour fund, and increasing facilities for, and reducing the cost of, travel. Their members were unquestionably the creators of this new business, and he felt confident that, if they continued to press their case moderately and consistently, neither the Government nor the public would listen to any would-be monopolists who sought to oust them from the inheritance of their fair share of the business. The independent owners desire to see better traffic conditions on our streets. They would welcome and heartily support the efforts of the authorities in introducing legislation which would make for the elimination of waste, and the improvement of our street transport services, and they would gladly confer with others engaged in the industry to secure this end.

The situation arising out of recent legislation, and out of the Court of Inquiry into the causes and circumstances of the Dublin tramways strike, having been fully discussed by the meeting, a resolution, as follows, was adopted unanimously:—"That this representative meeting of the omnibus owners and operators in the Irish Free State tenders its best thanks to the Special Committee of the Irish Bus Owners' Association, who stated the case of independent owners to the Court of Inquiry into the causes and circumstances of the Dublin tramways strike, and resolves to recommend all independent owners of road passenger vehicles in the Free State to support the Association in pressing for some form of transport control in the Greater Dublin area and elsewhere in the Free State, which will have due regard (a) to the preservation of the interests of agencies whose enterprise has provided essential public facilities in the face of the opposition of railway and tramway monopolies, and (b) which will ensure the future development and maintenance of such services upon a basis which is equitable to all parties now concerned in the operation of passenger transport services."

Having discussed the reference of the Court of Inquiry to the alleged failure of the Tramways Company and the Bus Owners' Association to make representations during 1928 to the Government on the subject of excessive competition, the following further resolution was unanimously adopted:—"That this meeting, representative of the independent operators of omnibus services in the Irish Free State, desires to place on record that the members and supporters of the Irish Bus Owners' Association are agreeable to take such steps as may be necessary to give effect to the recommendations of the report of the Court of Inquiry in so far as they refer to the elimination of wasteful competition, and to enter into suitable conferences with other responsible parties to that end."

Owing to the departure from Ireland of Mr. F. T. Wood, late managing director of the Irish Omnibus Co., Major Waller was elected President; Mr. H. M. S. Catherwood, and Mr. Eugene Lacey, Vice-Presidents, and Mr. Eoin O'Keeffe, as Chairman of the Association.

The American Car in Other Countries.

Mr. Alfred Reeves, General Manager of National Automobile Chamber of Commerce of the U.S., believes that the foreign market, in which the U.S. manufacturers have been highly interested for a number of years, is producing wonderful results and that sales to other countries, which for the current year are estimated to exceed 1,000,000 U.S. cars, will present another achievement in the history of the American Automobile Industry. In addition, all this may be considered as an indication of what can be done in the future by automobile manufacturers.

The situation here and abroad, Mr. Reeves said, is comparable with that in the U.S. nine years ago. The number of cars registered in other countries exceeds 7,250,000, compared with 7,565,000 which were registered in the U.S. as of January 1st, 1920. Export sales during the present year will exceed 1,000,000 cars of U.S. design. Besides this, manufacturers of other countries will do considerable business. Our exports during the first three months were one-fifth of the total production. The fact is that, apart from sales of American designed cars there is additional production abroad, which brings the total foreign absorption to about 1,750,000 cars a year. This is a very favourable trend. As this tendency continually increases, the prospects for the American car in foreign countries for the coming years seem to be most promising.

Buses in South Shields.—At the Watch Committee of the South Shields Corporation, the Chamber of Trade forwarded a resolution protesting against the Corporation restricting the running of private buses into South Shields from outside areas. The town clerk stated that he had replied that the conditions formulated by the Corporation do not prevent buses from running into South Shields from outside districts either on the Sunderland, Bolton or Jarrow-Newcastle routes.

NOTICES

The World's Carriers is published monthly, on the 15th of each month. Annual Subscription, including World's Carriers Year Book and Diary, £1 1s., post free.

Advertisement tariff sent on request.

The Editor, while promising to give prompt consideration to any articles, notes, drawings, or photographs submitted, disclaims all liability in connection with contributions sent in voluntarily. If a properly addressed and stamped envelope is forwarded, every effort will be made to return rejected contributions.

Books, pamphlets, prospectuses, and newspapers (the latter having any special item conspicuously marked) should be addressed to the Editor.

All remittances should be made payable to "The Carriers Publishing Company, Ltd.," Bangor House, 68 & 69 Shoe Lane, London, E.C.4, and crossed "Midland Bank, Ltd."

Telegrams: KARRIWORL, LUD, LONDON. **Telephone: CENTRAL 6066 (2 lines).**

Our Information Bureau.

FOR THE INFORMATION OF OUR SUBSCRIBERS we have recorded the names of General Carriers, Furniture Removers, Motor Haulage Contractors, and Forwarding Agents in all parts of the world.

Any subscriber requiring the name and address of a carrier, motor transport contractor, furniture remover, or forwarding agent in any particular town can obtain the information by writing us and enclosing a stamped addressed envelope.

FREE INFORMATION COUPON.

Information and advice can be obtained relating to Road Transport matters and concerning Motor Vehicles such as Buses, Lorries, Steam Wagons, Delivery Vans and Tractors.

"THE WORLD'S CARRIERS."

Information Bureau Coupon.

OCTOBER, 1929.

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The
World's Carriers
AND
Carrying Trades' Review
A MONTHLY RECORD OF THE CARRYING TRADES OF THE WORLD.

VOL. XXVI.—No. 302. NOVEMBER 15, 1929. [ANNUAL SUBSCRIPTION, £1 1s. (INCLUDING YEAR BOOK AND DIARY).

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Commercial Motor Transport.

The exhibition of Commercial motor vehicles now open marks a further step in the development of road transport, and affords an opportunity to inspect new vehicles of very great importance to all engaged in transport, whether by road or rail. This point was emphasised by Mr. H. L. Thornhill, of the London, Midland and Scottish Railway, in proposing the toast of the Commercial Vehicle Industry and the Exhibition at the luncheon on Friday last, following the important conference on Railway Road Transport. Two years ago, at the last exhibition of this kind, views were expressed that the industry had reached a pitch of perfection in economical and efficient engineering and comfortable and even luxurious body work, which left very little room for improvement. A visit to the present exhibition, however, shows that in no industry is it possible to stand still, and very big improvements have been made and new types of vehicles have been designed which will still further increase the efficiency and economy of transport by road. At the inaugural luncheon, reported in this issue, the Minister of Transport made an important and interesting speech which should be read and studied. Mr. Morrison has steadily enhanced his reputation, not only as an after-dinner and after-lunch speaker, but as a politician who takes his duties seriously and who is genuinely concerned for the wellbeing of transport in general over which he is the Government head. He did not hesitate, therefore, to speak out boldly on one or two points, where he considered a friendly warning should be given or where he thought that motor manufacturers and users of transport vehicles could make changes for the better. He has, moreover, a very human touch which enables him to say frankly what he thinks without giving offence, and in the short time during which he has held his important office he has made many friends entirely outside the party of which he is a prominent member. For instance, he referred to the statements which have appeared in the press recently that vehicles were being designed and manufactured capable of attaining a speed of 60 or 70 miles per hour, and he gave the industry what he called a private tip that they should not waste their money on such productions as they would certainly not be allowed to travel at anything like these speeds on the roads. Another point which he made was that the use of steel tyres, now a rapidly diminishing quantity, should be entirely discontinued, emphasising the damage to road surfaces which were made for the use of fast motor vehicles. The Commercial Motor Transport Exhibition, almost coinciding as it does with the publication of the second Report of the Royal Commission on Transport, dealing with the licensing and regulation of passenger motor vehicles, emphasises the need for the long overdue legislation in bringing up to date the laws governing this form of transport. Progress is so rapid, almost more rapid than the speed at which motor vehicles travel to-day, that if legislation is not carried into effect with all speed after the recommendations of any Commission or Committee, such recommendations tend to become obsolete before effect is given to them. It was, therefore, with very much interest that we heard the reference of the Minister of Transport, in his speech at the Annual Banquet of the Society of Motor Manufacturers and Traders, before the opening of the Motor Show for private or what are called pleasure vehicles, to the effect that he hoped to introduce, and with general goodwill, pass a Road Traffic Bill in the present Session of Parliament. Whatever may be the differences of opinion in detail on the recommendation of the Royal Commission upon which the new Bill will be passed, there is a general consensus of opinion that nothing can be worse than to leave the situation in its present out-of-date position. A feature of the Commercial Motor Transport Exhibition which has steadily grown in importance, and for which the Society of Motor Manufacturers and Traders deserve hearty congratulations, is the series of important conferences being held throughout the exhibition on various phases of road transport. We go to press immediately after the first important

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Conference, that with the Railway Companies, and this is being followed by other Conferences throughout the week, which will all help to give motor manufacturers a better idea of the requirements of their customers and enable them to make such improvements or alterations or to make suggestions to the user which will facilitate the increased use of motor vehicles both for passengers and goods of all kinds and amongst all trades. This is, we are convinced, a most important work and one which not only brings to the exhibition the leading members of such industries but also helps them to get together and to voice their requirements and to hear what the manufacturer has to say in reply.

Comment on Current Topics.

The Licensing and Regulation of Public Service Vehicles.

The Royal Commission on Transport has issued its second report, which deals with the licensing and regulation of public service vehicles. A synopsis of the report appears on other pages of this issue. The recommendations contained therein are of a far reaching and important nature and should be considered most carefully by all those interested. The remarkable development of the public service vehicle industry has brought in its trail a whole host of problems requiring solution. It is admitted on all sides that the Law or rather Laws framed for the regulation of such transport, now in operation, are inadequate and confusing. Furthermore, the issuing of licences to, and the control of the operation of such vehicles is largely in the hand of those who themselves are interested in services either directly or indirectly. Whether applicants for licences are on occasion refused such licences because of the competition the recipients of the licences would create with services in which the licensing authorities are interested, may or may not be the case, but at the same time it is a fact that there have been very many disputes and much ill feeling caused on this assumption in every part of the country. It is one thing, however, to realise that new legislation is necessary and quite another matter to frame it in such a manner that it shall meet with the approval of all concerned. Whilst recognising the necessity for new regulations owing to the present inadequate and unsatisfactory control, we also recognise that there is danger in the possibility of establishing over control. Over control must be resisted by every legitimate means, as it would mean stagnation in development. Whether or not the recommendations of the Royal Commission would result in too rigid control we are not prepared to express an opinion upon, but we suggest that they require most careful consideration in that respect. It is suggested that England and Wales should be divided into ten traffic areas and Scotland into four, and that in each of these areas three Commissioners, appointed by the Minister of Transport, should be the sole licensing authorities, but at the same time powers would be given to existing licensing authorities and to all County Councils to make regulations regarding the routes, stands and stopping places of public service vehicles. The Commissioners, it is suggested, shall have time-tables of all regular services submitted to them and shall satisfy themselves that such time-tables are so arranged as to provide the public with adequate facilities at all convenient hours and in such a manner that the legal maximum speed limit for the vehicles used will not be exceeded. Whether this would constitute a hardship or not is dependent upon the maximum speed limit fixed. The retention of a speed limit for public service vehicles and at the same time the abolition of the speed limit in respect to private vehicles will not harmonise if put into effect, as the result would be the slow moving public service vehicle would block the carriageway and road congestion, cutting in and other undesirable conditions, would increase the danger of the road instead of making it more safe. The powers it is proposed to give to existing licensing authorities and to County Councils to make regulations regarding routes, stands and stopping places would, we imagine, enable these local authorities to obstruct competition with their own services to just as great an extent as they are enabled to do by their present powers. It must be remembered that the object of these proposed new regulations is to protect the public, that is to say to give them good service at reasonable fares, and each proposed regulation should be examined from that point of view. The waste of money owing to unrestricted competition is an argument in favour of control which has perhaps been overdone. The patrons of these services want to travel from one point to another with the least inconvenience and delay. They are not concerned in monetary losses due to competition; they would rather have over competition than under competition, as the latter must inevitably result in inferior service. Further recommendations of the Commission include certificates of fitness of vehicles which theoretically are desirable, and no doubt the obligatory insurance is not only desirable but absolutely necessary. The Royal Commission certainly could not have made a less biased report, and though we doubt the practicability and the possibility of the smooth working of some of the recommendations if put into effect, we do so with a thorough appreciation of the difficulties to be encountered.

The Future of Canals.

The Royal Commission on Transport, having issued their second report, are now busily engaged in hearing evidence on the third section of their inquiry, namely, that concerning the general co-ordination and development of all available means of transport. In this connection some interesting evidence was given by Mr. R. Fane de Salis, President of the Canal Association, whose article appearing in our last issue, aroused considerable interest. Mr. de Salis submitted a memorandum on behalf of his Association suggesting means for making inland waterways more effective for transport purposes. It was shown that there were 932 miles of waterways in England and Wales owned by Railway Companies, 1,543 miles owned by 31 other companies (not including the Manchester Ship Canal), and 1,141 miles of navigable rivers and drainage areas chiefly controlled by 51 public bodies. The traffic in 1927 of railway owned canals was 2,539,710 tons, and on the canals and rivers of the 31 other companies it was 20,024,934 tons. Mr. de Salis, on behalf of his Association agreed that the first essential of progress was unification of ownership, but in answer to a question he voiced the opinion that an effective and efficient system of canals was only possible in certain parts of the country naming the Birmingham and Midland routes, where he considered the canals would repay considerable expenditure. In any scheme for the co-ordination of all forms of transport the canals and inland waterways must necessarily be taken into consideration, and with the many conflicting opinions as to the possibility of improving our canal

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system, any information on this subject is of considerable importance. We believe the Canal Association would do good work by making public all the facts they have at their disposal, to enable not only the Government, but those interested in transport, to arrive at a clearer understanding of the prospects and possibilities of re-suscitating the canals of this country and making them more efficient as a living and active part of transport.

Suggested Nationalisation of Transport.

The debate in the House of Commons on Wednesday, November 6th, when a resolution in favour of the nationalisation of railways and long distance road transport was discussed, shows the extreme necessity for the careful handling of the co-ordination of transport which is now proceeding. Judging from the experience of other countries, it would be a bad day for Great Britain if transport of all kinds were nationalised, adding still further to the bureaucratic administration under which we are suffering so seriously in other directions. At the same time it is difficult to see where the line can be drawn, in view of the fact that all the deliberations now taking place are with a view to eliminating competition, restricting the rights of the individual and bringing under public control those services which have hitherto been carried out by private enterprise under more or less free conditions. The resolution, after being discussed, and an amendment opposing it having been defeated, was adjourned, but the Minister of Transport, in replying to the debate, said that the Government supported broadly the principle of the resolution, which was in keeping with the general policy of the Labour Party. We do not agree with his statement that there could be no question that the building up of a transport system on the basis of free competition had been injurious to the efficiency of the public service of that industry. We should never have reached the present advanced state of transport development, but for that free competition which he seemed to deplore. At the same time he stated that it would be improper if he led the House to believe that the resolution would be followed immediately by a Bill for the nationalisation of railways, but if this were done it would want to take over the long distance road transport as well. The debate is one which it is well to keep in mind so that those who are keenly interested in co-ordinating all forms of transport may have in their minds the danger of becoming so controlled that the further step of nationalisation may become inevitable.

Progress of Civil Aviation.

When we went to press last month, we were able to report at first hand, after inspection, the completion of R101, and were much impressed with the magnificent engineering feat which had produced this gigantic airship on experimental lines and using a fuel which had not hitherto been adopted for such a purpose. Just at that time an astounding attack was made on this vessel and her sister airship the R100, just nearing completion at Howden, Yorks, the attack coming from no less a source than Commander Sir Denis Burney, the head of the Airship Guarantee Company, to whom the Government had entrusted the building of the latter vessel. Let it be granted that the two ships were experiments on a large scale and that an immense sum of money had been spent upon them, that is immense comparatively because even the sum of £2,000,000 is small in comparison with the cost of a modern war vessel, yet unless we were prepared to scrap all our previous work in connection with lighter-than-air ships and leave the field to other countries, we must go on experimenting, and therefore spending money. It is now almost ancient history that the R101 made a very successful appearance from the huge shed in which we saw her and has carried out trial flights increasing in extent and radius and speed with great success. It is yet too early to say whether she will be anything but a fine weather vessel, and whether it means that during the stormy winter days she will be kept a prisoner in her shed, or what arrangements can be made to afford her protection while at the mast head to prevent her becoming a prisoner until better weather conditions come in the ordinary course of the seasons. It is sufficient for the present to say that the use of diesel engines using crude oil has been more than justified; that in other respects the vessel has fulfilled so far all the anticipations of her designers and of those in control. The report of the Air Ministry on the progress of civil aviation recently issued gives some interesting information as to the development of this form of transport during 1928. The amount provided for expenditure in connection with air transport for the year 1928-29, was £415,000, as against a sum of £1,755,400 spent by France, £2,585,020 by Germany, and £535,550 by Italy. It is interesting to note that the number of passengers carried by British airplanes was 29,300 this comparing with 113,645 carried by German machines, the latter country being first while Britain comes second, although very much behind the leader. The figures given relating to comparative mileages are also interesting, Germany coming first with 18,000 miles, France second with 12,570 miles, the United States third with 10,932 miles, Russia fourth with 88,690 miles, Italy fifth with 7,000 miles, Belgium sixth with 2,511 miles, and this country seventh with 2,215 miles. Up to quite recently the accident average was exceedingly low, but unfortunately just recently several disasters have overtaken British airplanes which have materially altered the figures.

The Appeal of *The World's Carriers*.

Having taken the liberty of talking about ourselves in our Twenty-fifth Anniversary Number we apologise for making a further reference to *The World's Carriers* before settling down to what we hope will prove another quarter of a century of useful work in the service of Transport. We have received many congratulations, both on the last issue of this journal and also on our completion of twenty-five years' work, in addition to those which we published in the October number. We also have to thank some of our colleagues of the press who have been good enough to write appreciative notices of this special issue. One of our contemporaries, in referring to this event, mentioned that this journal makes its appeal to Furniture Warehousemen & Removers and to Cartage Contractors. This is true, and we should be ungrateful if we did not recognise with deep appreciation the position which *The World's Carriers* has occupied in connection with these two very important branches of transport for so long a period, but the appeal which this journal makes is a very much wider one than this. It appeals to everyone who is interested in, and actively concerned with, Transport, irrespective of the branch to which he is attached. We mention this because our contemporary is not qualified to speak with authority on what is, or is not, the appeal which this journal makes. *The World's Carriers* is not a motor paper, nor is it a railway or a shipping journal, but it is a Transport paper, and as such, deals with transport of every kind in its columns month by month. Sir Josiah Stamp, in his address to the Graduate and Student Society of the Institute of Transport, emphasised the need for a broad and comprehensive view of transport as the greatest need of the present and of the future and this view is elaborated in his presidential address, reported in this issue. It is as a journal collecting and publishing information and giving news and articles on every form of transport, that *The World's Carriers* has taken its stand for the past twenty-five years—a stand which it proposes to continue during the years that are to come.

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Personal Notes.

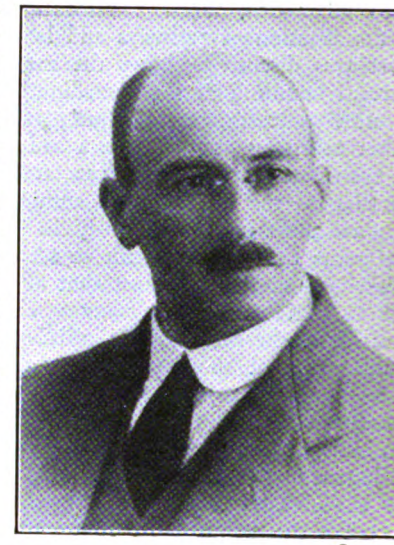
Motor Trade Institute's New President. — Mr. H. L. Kenward, Sales Manager of the Dunlop Rubber Company, has been elected President of the Institute of the Motor Trade for the current year, and Sir Herbert Austin, Sir George Beharrell, Mr. F. S. Bennett, Earl Howe, Mr. George Lucas and Sir Edward Manville have been re-elected Vice-Presidents.

MR. H. L. KENWARD.

New Sheriff for Norwich.—We offer our congratulations to Mr. Charles Frederick Watling, of All Saints' Green, Norwich, the head of the well-known organisation of C. Watling, Ltd., general carriers and removel and haulage contractors, of Westlegate, Norwich, with branches at Yarmouth and Lowestoft, upon his election as Sheriff of Norwich for the coming year. Mr. Watling, like most busy men, has found time for a great deal of public work in the City in which he was born and in which he has spent the whole of his life. Since 1922 he has been a member of the City Council, he is a prominent Rotarian and a member of the Institute of Transport.

MR. CHARLES F. WATLING, M.INST.T.

Aldershot and District Traction Company. General Manager.—Mr. J. B. Parker, M.I.A.E., M.Inst.T., General Manager and Engineer, Tees-side Railless Traction Board, has been appointed General Manager to the Aldershot and District Traction Company. Mr. Parker, who commenced his training in 1898, rose to the position of manager and in 1907 obtained an appointment with the Sheffield Corporation Tramways and Motors and was in their service for 13 years, rising to the position of Assistant Engineer and Superintendent. In 1920 he obtained the post of General Manager and Engineer to the Tees-side Railless Traction Board, and remained in their service until his appointment as General Manager to the Aldershot and District Traction Company. Mr. Parker is a Member of the Institution of Automobile Engineers, and also a Member of the Institute of Transport.



MR. J. B. PARKER, M.I.A.E., M.INST.T.

CAPTAIN CLEMENT JACKSON, M.C., M.I.A.E., A.M.INST.T.

Plymouth Transport Appointment. — Plymouth Corporation Tramways and Transport Committee have appointed Captain Clement Jackson, M.C., M.I.A.E., A.M.Inst.T., manager of the city's transport undertaking, in succession to Mr. H. P. Stokes, who has been appointed general manager of United Automobile Services, Ltd. Capt. Jackson was indentured to Sheffield Corporation tramways and motor department in 1909, and ultimately became assistant engineer of the tramways, operating over 350 cars. As motor omnibus superintendent, he was responsible for the operation and maintenance of the entire bus fleet. In June, 1922, he was appointed general manager and engineer of the Keighley Corporation tramways, and in May, 1925, went to Oldham, succeeding Mr. W. Chamberlain, who became tramways manager to the Belfast Corporation. Capt. Jackson has full experience of Parliamentary work, including the preparation of and giving evidence in connection with local Acts and Ministry of Transport inquiries.

MR. W. M. CAMPBELL, A.M.INST.T.

Blackpool Transport Appointment. —Mr. W. M. Campbell, A. M. Inst. T., Edinburgh Corporation Transport Department Motor Bus Superintendent, who has been appointed Traffic Superintendent to the Blackpool Corporation, received his early training in the clerical branch of the Edinburgh & District Tramways Coy., Ltd. Subsequently he became Ticket and Traffic Inspector to be followed by appointment as Night Superintendent in charge of all tram car depots and two garages and has been the Edinburgh City Motor Car Superintendent, since 1921, when the fleet of Corporation Motor Cars was "pooled," and Motor Superintendent, Edinburgh Corporation Transport Department, since 1923, in control of all

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motor bus, motor car, and motor lorry services. Mr. Campbell is an Associate Member of the Institute of Transport, and holds the rank of Captain in the Supplementary Reserve of Officers, Royal Army Service Corps.

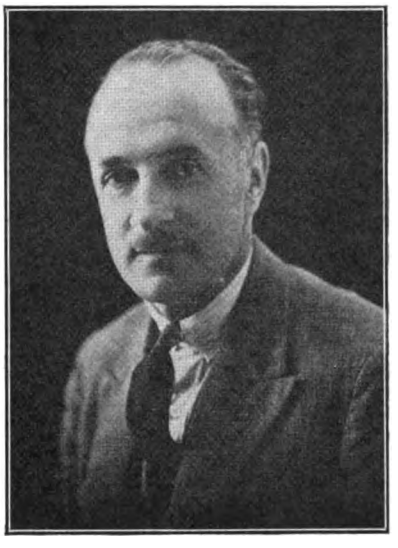
A.E.C. New Managing Director. — Mr. C. W. Reeve, who has recently been acting as Assistant to the Chairman of the Associated Equipment Company, Southall, Middlesex, has been elected to the Board and appointed Managing Director of the Company. Mr. Reeve has been associated with the A.E.C. since March, 1915, when he joined that Company as Works Accountant. The following year he became Accountant, and two years later, Joint Manager. His next appointment was that of Chief Purchasing and Stores Superintendent to the Underground Group of Companies. This position he held from 1924 to 1928. Mr. Reeve was a member of the Council of the M.T.A. from 1920-1923, and was President of that body in 1922-1923. He was on the Council of the Society of Motor Manufacturers and Traders from 1920-1924.

Mr. W. H. Keys joins the Vulcan Organisation. — Mr. W. H. Keys has recently joined the Vulcan Motor and Engineering Co. (1906), Ltd., Crossens, Southport, and has taken charge of the firm's municipal sales. He will be pleased to meet and hear from all old friends at his London address, Blackfriars House, 19 New Bridge Street, London, E.C.4.

Association of Passenger Traffic Officers.—New President.—Mr. H. H. Melanson, General Passenger Traffic Manager of the Canadian National Railways, was recently elected President of the "Association of Passenger Traffic Officers," at their annual convention, Winnipeg. This is the second occasion on which a Canadian has been so honoured, the only other Canadian holder of this office being George T. Bell, Executive Assistant to the Vice-President in Charge of Traffic of the Canadian National Railways.

Mr. George Pate, B.Sc., to join Albion Motor Car Co., Ltd.—Mr. George Pate, B.Sc., late Chief Engineer and Director of Messrs. D. Napier & Son, Ltd., Acton, the well-known Aero Engine Manufacturers, is joining the Albion Motor Car Co., Ltd. at their Headquarters at Glasgow, at an early date, and will take his seat on the Board as a Director. It is of interest to note that previous to going to Messrs. Napier, Mr. Pate was on the staff of the Albion Company for a number of years.

MR. C. W. REEVE.



MR. W. H. KEYS.

MR. H. H. MELANSON.

Obituary.

Harry Woodifield Capper.

It is with deep regret that we record the death, on October 21st, of Mr. H. W. Capper, Under-Sheriff of the City of London. Mr. Capper was Clerk to the Cripplegate Charities, and his death means a great loss to his many friends and to the institutions with which he was so closely associated. Only a few can appreciate fully his devoted service to Cripplegate, and the Cripplegate Institute, the welfare of which was so close to his heart, has lost a beloved friend and guide.

As Clerk of the Worshipful Company of Carmen, Mr. Capper was a tireless and enthusiastic worker. Elected to the position over thirty years ago, he transformed a somewhat moribund guild into a live force in the City, a force that to-day plays a very active part in connection with the carrying trades of London. Replying to the toast of his health, proposed at a dinner of the Carmen's Livery as recently as April last, Mr. Capper said, "I am delighted that I have in a humble way been able to help the progress of the Worshipful Company of Carmen; but we are only at the beginning, as the Company intends to be second to none among the minor Companies of the City; I am just as keen and enthusiastic for the well-being and advancement of the Carmen's Company as I was when you elected me thirty-one years ago."

Deep indeed is the regret felt at the passing of Harry Woodifield Capper, the friend of all with whom he came in contact.

At the funeral at Golders Green and at a memorial service at the Church of St. Giles, Cripplegate, there gathered many Aldermen of the City, members of the Court of Common Council and friends of the Under-Sheriff.

R.A.C. Expansion.—Since the beginning of this year, the Associates, Touring, Road Guides and Engineers' Departments of the Royal Automobile Club, have all been largely expanded in order to deal with the increase of work occasioned by the rapidly growing membership of the Club. In addition, a new Provincial Office has been opened in Edinburgh, the Newcastle Office has removed to more commodious premises, and arrangements are now being made to extend considerably the accommodation at Birmingham and Bournemouth offices.

Motor Lorries—Salonica. — The Commercial Secretary at Athens (Mr. W. F. Vaughan Scott), reports that a local transport company is desirous of receiving particulars of British motor lorries of 2 or 3 tons capacity, and also for steam wagons fitted to burn crude oil or lignite. Firms desirous of offering British-built vehicles can obtain details of the enquiry upon application to the Department of Overseas Trade, 35 Old Queen Street, London, S.W.1. Reference number A.X.8720 should be quoted.

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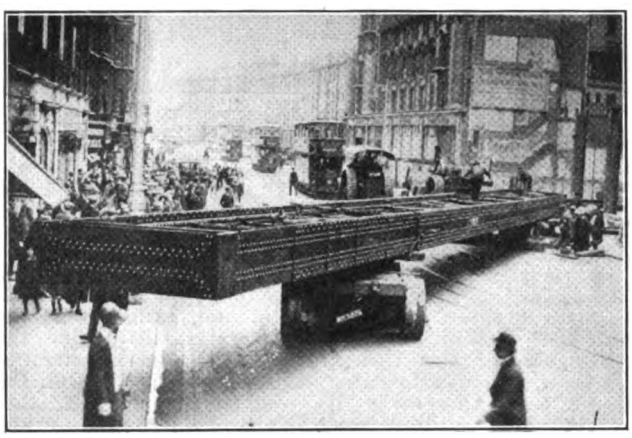
Notes and News.

London Cartage and Haulage Contractors' Provident Institution.—The Annual Dinner of the London Cartage and Haulage Contractors' Provident Institution, in aid of the funds, will be held at the Connaught Rooms, Great Queen Street, W.C., on Tuesday, the 26th November next, when Sir Walter Gilbey, Bt., will preside. The Institution is established for the purpose of aiding its aged and necessitous Members and their dependents, and also maintaining, clothing and educating the children of such Members, or of deceased Members, where circumstances warrant such assistance. The Dinner will be followed by a short Concert and then by a Dance and we appeal to our readers to support the Fund by being present and by inducing as many of their friends (both ladies and gentlemen) as possible to be present. The price of the tickets is Fifteen Shillings each, not including wine, and Mr. R. P. Bailey, the Hon. Secretary, will be glad to forward tickets upon application to him at 17 Water Lane, Great Tower Street, London, E.C.3.

Hauling a Heavy Girder by Road. — We have received the interesting photograph, which we reproduce, from Coulson & Co., Ltd., heavy haulage contractors, Coronation Road, Park Royal, London. The girder in question is 102 ft. long 8 ft. 9¾ ins. deep and weighs 70



TRANSPORT BY COULSON & CO., LTD.
THE GIRDER IS 102 FEET LONG AND WEIGHS 70 TONS.

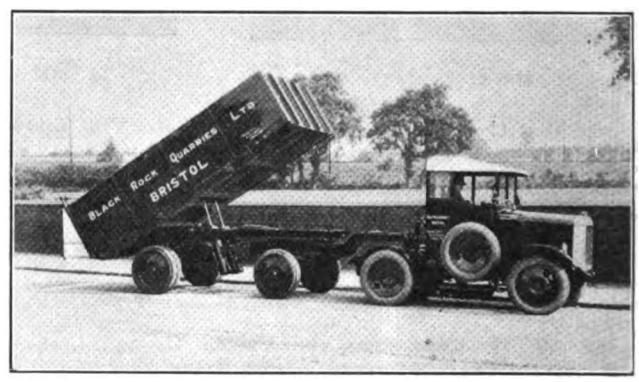
tons. It arrived in London by rail and was transferred to road at Chelsea Basin Goods Depot and was then hauled to the site of the New Victoria Super Cinema. Before this was done the roads were carefully surveyed in order to decide upon the best route, and all corners and obstacles were carefully measured up to make quite sure that it was possible to take such a long girder through the streets without any hitch. Two heavy machinery trailers were used for the transport of this unusual load, drawn by two large traction engines, but it was found that one of these engines was sufficient to haul the load without any trouble. On its arrival at Victoria it was manoeuvred across the road, unloaded on to massive solid rollers, and rolled in on to the site where it was jacked up and put into position. It is interesting to record that no trouble whatever was experienced in taking this enormous girder through the streets of London.

Cadbury and Fry Joint Transport Department. — The Transport Department of Cadbury Bros., Ltd., Bournville, Birmingham, and that of J. S. Fry & Sons, Ltd., Bristol, is now being operated as one unit, known as the "Cadbury and Fry Joint Transport Department." The headquarters of the joint department are at Bournville, and all major negotiations in connection with transport services are conducted from there on behalf of both firms. Local routine matters will continue to be conducted from Bournville and Bristol respectively, but the general administration of the department will be conducted from headquarters. Mr. A. G. Marsden, Supervisor of the Bournville Transport Department, becomes Supervisor of the joint department, with Mr. C. G. Welch, head of the Bristol Transport Department, as assistant Supervisor, and each has executive authority to act for either, or both, firms in relation to transport arrangements.

Shire Horse Society.—At a meeting of the Council of the Shire Horse Society, held last month, at which Mr. A. Thomas Loyd (President) occupied the Chair, 62 new members were elected. The 1930 London Show will be held on February 25th, 26th, and 27th.

"Cybro" Proofing.—Having known Mr. J. H. Brown, of J. H. Brown & Co., Ltd., Canvas Waterproofers, Tarpaulin and Tent Manufacturers, Electric House, Bow Road, London, E., for many years we were interested to have a call from him and to learn something about the new proofing which he has produced for lorry and wagon covers, tarpaulins and tents. This is registered under the name "Cybro" and is an entirely new and improved process for chemically proofing all kinds of canvas. It permeates the yarns of the fabric and is not a mere surface dressing to be rubbed off in wear. Another quality is that it permanently retains its suppleness under all conditions and does not become stiff and crack in process of time. Its greatest quality is that it is impervious to water, and Public Testing Station Certificates show that "Cybro" proofed canvasses are capable of withstanding the most severe tests to which proofed materials are subjected.

Chenard-Walcker Tractor and Trailer for Stone Haulage. — Chenard-Walcker Tractors, of Stevenage Road, Fulham, London, S.W.6, have supplied one of their high-speed tractors together with a 12-ton hydraulic tipping



A CHENARD-WALCKER TRACTOR AND TRAILER FOR BLACK ROCK QUARRIES, LTD.

trailer to Bryant & Langford Quarries, Ltd., of Bristol. Since supplying these, the firm have received further repeat orders from the Quarries Company, which are in course of construction. Particular attention is drawn to the fact that there is very little overhang at the rear of the trailer chassis, which is usual when tipping is required.

Dunlop Building Temples for Native Workers. — Two million young rubber trees are now being planted in the Dunlop plantations, Malaya, section by section as the heavy tropical jungle is cleared and its soil prepared over an area of sixteen square miles. In ten years' time it is expected that the new trees will yield an annual crop of 5,000 tons of rubber. At present 8,500 tons of rubber a year is being tapped from four million trees. Every other day a very thin strip of bark is cut from each tree, and the fluid rubber drips into the cup below. As each cup receives on the average, only half an ounce of dry rubber daily, between six and seven hundred million cupfuls of it have to be collected in the course of twelve months. One-third of the native workers are Chinamen, but the bulk of them are Tamil, specially recruited from the South of India. Temples for their worship are built by the Dunlop organisation, which also provides houses and hospitals for them, schools for their children, and rice at cost price. Golf courses have been laid down for the European staff, whose Rugby team is making a bid for the championship of Malaya. Early next year, the dense jungle is to be tackled over a further sixteen miles of the Dunlop territory, which is more than 125 miles in extent.

Change of address. — Owing to the growth of their business, the R.E.A.L. Carriage Works, Ltd., Motor Body Builders and Repairs Specialists, have removed from 102 Strand-on-the-Green, Chiswick, to more spacious premises at Pope's Lane, Ealing. The telephone number is Ealing 5966.

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Commercial Motor Transport Exhibition.

Inaugural Luncheon.

THE Inaugural Luncheon in connection with the Commercial Motor Transport Exhibition, which opened at Olympia on Thursday, November 7th, found gathered together representatives of every branch of commercial motor transport, manufacturers and users alike. Mr. J. Maughfling, C.A., of John I. Thornycroft & Co., Ltd., President of the Society of Motor Manufacturers and Traders, presided, and the chief guest was Mr. Herbert Morrison, M.P., Minister of Transport. The number present was a record, the whole of the large luncheon hall at Olympia being filled with more than 400 members and guests.

The Minister of Transport, in proposing the principal toast—the Commercial Motor Transport Industry and Exhibition, said one of the outstanding economic facts of the trade depression period was that when industry as a whole was having a thin time, there had been a rapid and continuous development in the manufacture and use of British commercial goods vehicles and the larger types of public service passenger carrying vehicles.

Increase in Vehicles.

In the summer of 1923 there were approximately 173,000 goods vehicles of the van or lorry type, but by September, 1928, there were over 300,000. Motor hackney carriages, which included omnibuses, motor coaches, taxi cabs and private hire cars had grown from 86,000 to 95,000 in the same period, a large proportion of which increase was in respect of omnibuses and motor coaches. These figures did not include vehicles exported overseas, in particular to the Dominions, where he hoped and believed the industry would find rapidly increasing markets.

A Progressive Industry.

The Commercial Motor Exhibition itself, which was the most striking exhibition entirely devoted to commercial road transport as yet held in any country, was a testimony to the progress of the industry and constituted a tribute to an industry which had had to face enormous difficulties in the post-war period. Britain had led the world in transport by sea and by rail, and we were now making strides towards predominance in the air and on the road. We had set up international records in speed by air and road and it was reasonable to assume that the great developments thus secured would be an advantage to British products.

The quality of British commercial goods vehicles had long been pre-eminent, taking account not only of the first cost but also maintenance costs, long life and freedom from breakdown. British commercial vehicles were second to none, according to calculations based upon actual experience and cold fact.

The overseas market was important. It was a market in which British commercial vehicle manufacturers had achieved considerable success, but they must resist all temptations to be satisfied with the success already achieved and must be ever alert to seek new markets, to cultivate good relationships with existing markets, and to anticipate the needs of the world.

Road and Rail.

It would, in the Minister's judgment, be a bad day for British transport when it was assumed that there was inevitable and permanent conflict between rail and road as a means of transport. The railways could do some things better than road transport and constituted a considerable relief to road congestion. In other ways road transport had advantages of convenience and point to point collection and delivery. What they had got to do was to secure the use of the best means of transport for the purpose in hand. Any Government who stood by and allowed the reckless building up of an excess provision of transport facilities would be making trouble for labour, industry and the tax payer in the future.

Technical Developments.

In the course of his tour of the Exhibition, apart from the general improvement which continued to be shown from year to year, and the high quality, there were one or two technical developments of great interest and importance to which he would like to draw attention.

Pneumatic Tyres.

The adoption of the pneumatic tyres on heavy goods and passenger carrying vehicles was becoming widespread. The change-over from the solid tyre to the pneumatic tyre had resulted in better comfort for the passengers and less wear and tear of the chassis. Experience had shown that, provided operators took due care to follow the manufacturers' instructions, the pneumatic tyre was a safe and reliable fitting for a heavy vehicle.

Objections to Steel Tyres.

A vehicle which was something of a problem to those responsible for the maintenance of the roads, though small in number, was the heavy tractor equipped with steel tyres. Modern road surfaces, suitable for the accommodation of fast moving traffic, could be constructed to withstand reasonably heavy loads, but the cutting action of sharp-edged steel tyres, sometimes fitted with steel strakes, was unduly severe. There were signs that many of these tractors were being equipped with some form of rubber tyre, and it was to be hoped that this conversion would increase in the future.

Another development was the rigid-frame six-wheeler, particularly in connection with passenger road transport. There had been a very rapid development of long distance motor coach traffic, the country now being covered by a network of services, some as much as 300 miles in length.

The Ministry of Transport.

In conclusion, Mr. Morrison congratulated everybody concerned with the Exhibition on their work and hoped that the Exhibition would be a success. The Ministry of Transport existed to serve the nation as a whole firstly, and secondly all those engaged and interested in transport, whether as manufacturers, drivers, users, passengers or pedestrians. He asked them to regard the Department as an institution which was always at their service, and which existed for the purpose of furthering the efficiency and well-being of the great transport industry.

Mr. J. Maughfling responded to the toast.

The Guests.

The toast of the guest was proposed by Mr. G. M. Young, London Director, the Albion Motor Car Co., Ltd., Chairman of the Exhibition Committee, who said that the Minister of Transport would have every support from the industry in his endeavour to bring the present archaic laws up to date. They hoped that the new Traffic Bill, which they understood would be introduced at an early date, would become the law of the land in the very new future.

They also had with them the Chairman and other members of the Royal Commission which had now published two excellent reports. He desired to draw attention to one or two points in connection with these reports which they considered were of great importance to the motor industry.

Constructional Requirements.

It was extremely important that constructional requirements for both bodies and chassis should be uniform for all parts of the country and that those requirements should be controlled by the Ministry of Transport. At the present time the varying demands of different local authorities throughout the country were causing the utmost confusion to both manufacturers and operators.

Where manufacturers were building for stock, modifications to bodies and chassis to suit different local authorities meant serious additional expense and delay.

Speeds.

As they were aware, four different maximum speeds were proposed in the report:—

Private cars, no speed limit; heavy passenger vehicles, 35 m.p.h.; light goods (not exceeding 50 cwt.), 30 m.p.h.; heavy goods vehicles, 20 m.p.h.

He suggested that in practice it would be impossible to differentiate between the heavy passenger vehicle and the heavy goods vehicle. One could imagine that on a road, such as the Birmingham-London road, which was comparatively narrow, if heavy passenger vehicles were continually drawing out to pass heavy goods lorries, the average speed of the traffic would be seriously interfered with. They hoped that ultimately a uniform maximum speed of 35 m.p.h. would be embodied in the Bill for all classes of goods and public service vehicles.

Licensing.

The proposal to divide up the country into 14 traffic areas with area commissioners responsible to the Ministry of Transport had the cordial support of the industry.

The toast was responded to by Sir William Lobjoit, O.B.E., J.P., and Major-General S. S. Long, C.B.

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Railway Road Transport.

THE following are extracts from the notes which formed the basis for discussion between the Railway Companies and the Manufacturers of Motor Vehicles at the Conference held at Olympia on Friday, November 8th. They fall, naturally, into three broad headings:—

(1) Requirements for collection and delivery of merchandise and parcels.
(2) Requirements for vehicles for passenger traffic for working in conjunction with railway systems.
(3) Technical requirements as regards chassis design.

(1) The cartage or collection and delivery service in connection with the transportation of general merchandise is a very important feature of the service the Railway Companies give the trader.

The advent of the internal combustion engine has, however, added considerably to the problems to be dealt with in connection with railway cartage, whilst at the same time it has enabled the Companies to widely extend their scope of usefulness to the trader.

The great advantage of the motor, is in the manner in which it has enabled the Railway Companies to extend very considerably their collection and delivery services.

The aim now in all directions is to give to the trader what may be termed a door to door service, and to-day the Railway Companies are collecting and delivering from and to villages and districts within a radius, in many places, of 10 miles from the railway station.

In the collection and delivery services experience shews that the two and four-ton types of motor lorry have been the most satisfactory units having regard to class of traffics to be dealt with; but there is now evidence that higher capacity vehicles at places can, with advantage, be utilised, and several of the Companies have introduced high capacity vehicles.

Variations of the Tractor Trailer and flexible multi-axled combination appear to offer distinct possibilities for the higher capacity class of vehicle.

It is probably correct to say that no phase of the Railway Companies' activity has undergone so great a change as their cartage service has within recent years, due to conditions which have grown up materially following upon the rapid improvement in internal combustion engines.

Motor Parcels Vans in large numbers have been employed for the past several years in connection with the collection and delivery of passenger train parcels traffic. Motor Vans have been introduced with the view of giving more expeditious collections and deliveries and enabling extended areas to be covered. In large towns they are usefully employed in the transfer of traffic in bulk between the various termini, avoiding circuitous transfer by rail, and saving considerable time.

It will be seen from the foregoing that the first cost and subsequent operating costs have to be carefully balanced by both the using and maintenance sides of the Railways' Road Transport activities, and that the interest of both sections is a common one in solving the problem for the Railway Companies of road haulage efficiency.

(2) As regards vehicles for Passenger traffic, the Railway Compaines are deeply interested in the character and quality of the Road rolling-stock for operation in this country, both now and in the future.

With the passing of the Passenger Road Transport Acts of 1928 and what might be called the "arrival" of the Railway Companies into the Passenger Road Transport industry, a further process of co-ordination has begun, namely, the building up of a mutuality of interest between the established Road Transport undertakings and the great railways with whom so far there has been very little inter-working, but instead and to a great extent, an unfruitful competition.

Viewing the country as a whole, undoubtedly the single-deck omnibus giving thirty or thirty-two seats is the best all-round machine, and the composition of the fleets of the large operators testifies as to experience having proved the single deck omnibus of this type to be the general utility model.

With co-ordination as between Railway and Road interchange of traffic between those transport 'media will become a regular feature and be stimulated by the facilities which it is intended to provide for such an exchange. A fair proportion of such passengers will have luggage, and how, in a general design, greater and more readily accessible luggage accommodation than is oft-times provided can be made available is a matter to which consideration might be usefully directed.

The twenty-seater vehicle is of definite utility in districts of relatively sparse population, the possibility of such machines being operated by one man being a factor of economic importance where the earnings per mile are low and insufficient to support both driver and conductor. Again, the small omnibus can be usefully employed for pioneer work, being replaced by larger types as the traffic becomes developed on the routes.

The double-deck omnibus, so familiar in London, is, in a modified form, gaining increasing favour in the provinces where the density of traffic warrants its employment, and such vehicles, mainly on urban routes, are doing good service.

To refer briefly to the long distance coach; this has come to stay, although possibly in a different and higher stage of organisation and development from to-day. In the long-distance coach more comfort, more leg room and more stowage are matters of moment, for to travel in a public vehicle for dozen or twenty miles is one thing, and to journey a hundred miles or more is quite another.

(3) Considering the technical requirements of Railway merchandise vehicles, it must be borne in mind that most of these have to stand out in the open station yards at night, without garage accommodation, during which time they are moved about for loading purposes. Consequently the following requirements stand out as paramount:—

(a) Protection of vital parts from damage in congested yards.
(b) Devices to facilitate starting from cold.
(c) Arrangements for rapid and complete emptying of the water cooling system.

Great importance is attached by the Railway Companies to the provision of a proper centralised lubrication system.

There would appear to be great scope for economy in engine maintenance by the adoption of renewable steel cylinder liners and valve seatings.

Forward control offers great advantages over standard control for Railway purposes, the overall length being as much as 4 feet less, with the same loading space, and the turning circle at least 12 feet less. The improved manœuvrability thus provided greatly increases the utility of the machine, particularly in congested goods yards.

Proper provision should be made for the fitting of non-skid chains to the wheels.

There would appear to be considerable scope for economical production if more of the S.M.M.T. provisional standards were incorporated in the specifications of vehicles ordered by large buyers, with the added advantage of increased interchangeability of various parts and units. It is suggested that there is scope for joint enquiry into this matter by the S.M.M.T. and the Railway Companies.

It is well known to operators that there is much difficulty in maintaining pneumatic tyres at the correct pressure of inflation, and it is to be hoped that in the near future tyre makers will be able to provide a self-registering pressure gauge on each wheel of the vehicle, from which the pressure can be seen at a glance.

Another problem that the giant pneumatic has brought in its train is that of handling the spare wheel.

Some mechanical lowering and raising device which does not interfere with body space would be welcome.

An inexpensive accurate petrol gauge is also a very desirable feature.

A governor limiting the maximum vehicle speed as opposed to the engine speed, appears to be well within the scope of modern manufacturing resources; and would undoubtedly tend to decrease accidents. The[illegible] on the roads of swarms of high-speed li[illegible] of 50 m.p.h. in the hands of irrespons[illegible] cause apprehension in the minds of a[illegible] and all others who have the safe deve[illegible] Transport at heart.

Every om each tree, low. As each of dry rubb[illegible] road

It should be emphasised that the Railway Companies' Operating and Technical Departments welcome every step being taken by the manufacturers to produce safer and more silent vehicles.

It would appear that both operators and manufacturers must prepare themselves for safeguards in connection with the construction and inspection of vehicles which they must inevitably be called upon to adopt for the general safety of the public on the roads.

It is believed that the goal of increased safety for all road users will be approached by grouping the bulk of Road Transport vehicles in the hands of large responsible operators. This will tend to eliminate the small man, who, in his endeavour to snatch a livelihood from the Transport industry, by ill-maintained machines manned by under-paid and over-worked drivers, is often a source of annoyance and danger to the public, and annoyance and expense to the manufacturers

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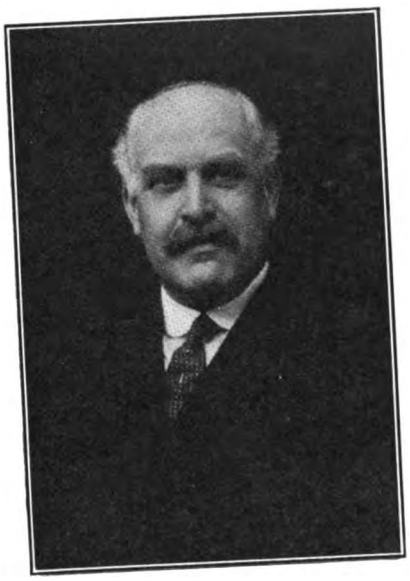
Scientific Research in Transport.

Presidential Address to the Institute of Transport.

SIR JOSIAH C. STAMP, G.B.E., D.SC., LL.D., President, Institute of Transport, delivered the inaugural address of the 1929-1930 session of the Institute at a meeting held in London, on October 14th last.

Taking for his subject "Scientific Research in Transport," the President said that our present system of transport claimed to have the public virtues of severe competition within each particular form of transport and severe competition *between* the different forms—a competition which extended not only to the financial results, but to the scientific progress in each. Where the competition is not or cannot be perfectly free, then a considerable measure of regulation originally intended to be in the public interest exists. Where competition is free, but is bringing its own nemesis in public inconvenience, a small measure of regulation is being introduced. We were now beginning to get the glimmerings also of co-operation. There was no guarantee under such a system that any one section of transport, in ignorance of the true costs and scientific position of the other, might not embark large sums of money upon projects which might be quickly rendered obsolescent by an imminent advance elsewhere; or, alternatively, might not *fail* to embark large sums of money for fear that obsolescence would come about through some suspected advantage or scientific improvement that was likely to arise, but yet actually did not arise, in a rival form of transport. The fear of extending an existing capital equipment because of its potential annihilation by some rumoured or suspected scientific change or advance in another field, might be a very real one, especially in days of large units and many alternatives. We had to-day gone a long way beyond the stage of imagining that the ruinous cheapness of commodities or services supplied below their real ultimate and long-distance costs, was any lasting advantage to the public. A single economic mind and control, in its ideal form, would weigh up the advantages to the public, as a whole, of the better services obtained by a premature scrapping and annihilation of capital as against the alternative and unseen services which the public would get in other directions by the application of new capital to other objects, which was capital now required or used for superseding old capital. But if it was utopian to think of a single-minded ideal control free from bureaucratic disadvantages expending the whole capital for transport in the most advantageous way in transport, it was still more utopian to think of that economic mind going beyond what would be the most favourable balance sheet and profit and loss account *for itself*, into making sacrifices inside its own activities for the sake of the larger good beyond itself, especially where such larger good was intangible. He feared, therefore, that the question of the greatest public advantage from the accumulation of expenditure of capital as a whole, was too distant a dream for [illegible] now. We must learn simpler lessons first. At the as a means [illegible]ght take as our utopia the greatest public things better [illegible]e capital expended in the particular sphere siderable relie[illegible] leave the comparison of this with other uses transport had [illegible]we are in a fair way to achieve this nearer go[illegible] collecti[illegible]dgment the various forms of transport, while over part [illegible] the field complementary and assisting each other, are al[illegible] over another large part of the field alternative and competitive and it would be idle to suggest that, in the agencies supplying the latter field, there was yet any general movement for single-minded consideration of the problems.



SIR JOSIAH C. STAMP, G.B.E., PRESIDENT, INSTITUTE OF TRANSPORT.

WHAT DOES THE INSTITUTE OF TRANSPORT STAND FOR?

For the first time the Institute of Transport had abstracted from a number of other hitherto quite separate services, a common function, and agreed to look at that common function more by what it represented as a single idea of economic service than by the varied ways in which it was discharged. All the sciences and public services and businesses used statistical methods, specialised for each, and those methods could be abstracted and generalised into a set of principles in a science for common application to all kinds of material, and that science then became the handmaid of the other sciences. "So when the civil, mechanical, and electrical engineers, surveyors, economists, manufacturers, merchants, accountants and financiers, 'hive off' from their respective spheres of thought all that has to do with transport, and bring it under one study and roof and mode of consultation, or consideration, they do not relinquish their respective professions, but they cultivate a new and common hinterland."

The Institute of Transport represented first, the abstraction of the idea of a particular service, however performed, and, second, a new territory for study which was at the same time a part of the territory of existing professions and businesses. We might reasonably expect that in due course it would induce appropriate reactions in thought which would be a consideration of identities more than differences. If the Institute was a collection of different and often competing interests, each of which studied only its own particular field, it would fail in its object. It would give nothing more than the past had done. But in course of time it would be almost impossible for interacting influences not to be felt. It might well be that the older members of the railway, shipping and road interests would never talk the general language of *transport* easily—they would always have the accent of the old home, and the point of view of their own calling. But the young men who would become masters of their several crafts of transport in the general context of a single overriding science of transport, would some day form a body of men whose thoughts moved interchangeably in its several forms, to whom co-ordination, correlation, collocation and colligation would be second nature. Instead of thinking of co-operation as a risky sacrifice or interests, or a mere insurance against loss, they would think instinctively of the most appropriate and economic form of transport for a particular task, and any deviation from it, or duplication of it, would be unscientific and repugnant. But nothing was gained by attempting the second day's journey before the first was run or even planned. What was the immediate possibility, and, therefore, the immediate duty?

He considered that earliest attention ought to be given to see that the pressure of scientific research was applied equally at all points of the problems of transport. Each branch of transport ought to know what were the chief problems before the others, and how they were being tackled. Each ought to have available the results of the other's efforts, in a common language. An even pressure of scientific research over the whole field was essential. Comparison of the results was essential. These could only be compared in a common language of economic costs and efficiencies. When this had been done we could possibly say that hard won savings had been applied to the best point of public advantage. A true costing of road and rail costs for a similar service, down to their ultimate essentials, including public costs, had hardly yet been made. Yet a wise community would try to make it before embarking large sums of social capital.

Referring to the initiating force which brought about a change, the President said that an invention or discovery of a general principle had to find numerous particular applications before it could be produced economically. It needed a very real partnership in the research and the experiment between the one with a generalised *supply* knowledge and the other with a particularised *demand* knowledge, to hit upon the right application. With highly divided and technically distinct sciences, there had been a tendency for each to think of the solution of a financial problem only within the limits of itself, but there was a much greater tendency to-day to unify scientific problems.

Our several means of scientific advance were as follows:—

1. The individual scientist.
2. The firm's research departments (*e.g.*, the Bell testing establishment has 4,000 investigators and assistants).
3. The National Physical Laboratory.
4. The Universities.
5. Such associations as the Non-Ferrous Metals.

Research on scientific lines was required in every branch. In his view there should be in every department and business, some minds set aside for considering change and improvement, and for experiment. More could be accomplished by ten such minds on a problem in its most favourable setting, getting three yards into the problem, than a thousand men

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with their many daily occupations, snatching a few moments of amateur application and each getting three inches into it. The practical man had been well described as one who practised the theories of fifty years ago. He often considered himself strongest where he was really weak.

"When does the ordinary adaptation of his resources to the local demands by a trader or manufacturer or transport agent, become something that can be dignified by the name of scientific research? My answer is when it ceases to be trial and error, empirical, and proceeds by recorded experiment under control to general principles, capable of general application as a new way of doing old things, or a way of doing new things."

Referring to the latest method adopted by the railway companies for improving transportation over their systems—viz: the container—the President said that containers had proved their worth and provision for adding to the existing stocks was now an established feature in the railway companies' programmes of development; in fact, experiments were being conducted with the object of devising other types for traffics not hitherto dealt with by this method.

AIR VICE-MARSHAL SIR W. SEFTON BRANCKER, K.C.B., A.F.C., DIRECTOR OF CIVIL AVIATION, IMMEDIATE PAST-PRESIDENT.

THE FUTURE OF THE INSTITUTE.

The existence of the Institute of Transport would lessen the drawbacks of watertight compartments in departmental practice, where there was no relation made between the different results of each. It ought to do something to prevent the lack of continuity and comparability in research. But, of course, above all, it ought to help create a type of mind which would fill the present need, men of general knowledge of principle, restless enquiring outlook, rigid scientific proof, with the knack of experimentation and deduction. How might it bring that to pass? Here were some possibilities:—First, by bringing the different interests under one roof and into a common journal. Second, by the curriculum and syllabus for training of new entrants. Third, by encouraging the exhibition of results of scientific research to each other. Fourth, by encouraging papers dealing with comparative aspects, costs, etc., in its journal. Fifth, by standardising the language and procedure of economic costing. Sixth, by joint committees for common work on comparative questions which should not be experts defending points of view, but experts co-operating for the search of truth. Seventh, by a single-minded unity in presenting its work to the world. Competition would still exist between the forms of transport. But its preliminary heats would be fought out on the drawing board, in the laboratory, and on the costing sheets. The Institute would not do all this to-day, or to-morrow, but surely the results would come. If we could not see the goal, at least we knew the direction and could set a course that met the day's demands with the day's weakness and strength, but led to the promised land.

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The Retiring President, Sir W. Sefton Brancker, K.C.B., A.F.C., occupied the Chair at the opening of the Meeting at which the medals gained during the previous session were awarded. Full particulars of these appeared in our last issue.

Sir Sefton Brancker then introduced the incoming President—Sir Josiah C. Stamp, G.B.E., and placed upon him the Badge of Office, speaking in very high terms of his qualifications for the Presidency. Following his presidential address Sir Josiah Stamp handed to his predecessor the usual souvenir of his year of office and took the opportunity to return the compliment by eulogising the high qualities of Sir Sefton Brancker. A hearty vote of thanks to the retiring President, for his services during the past year, and to Sir Josiah Stamp for his masterly address, was then proposed by Mr. Robert Bell, C.B.E., and seconded by Sir Henry Maybury, G.B.E.

Heavy Motor Car (Amendment) Order, 1929.

THE Heavy Motor Car (Amendment) Order, 1929, dated 11th October, 1929, has been made by the Minister of Transport, and comes into operation on January 1st next.

The new order deals with the use and construction of articulated vehicles. The expression "articulated vehicle," is defined in the Order to mean a heavy motor car together with a trailer drawn thereby which is so constructed and by partial super-imposition attached to the heavy motor car that a substantial part of the weight of the trailer is at all times borne by the heavy motor car.

Every wheel of an articulated vehicle shall be fitted with a pneumatic tyre or tyre made of soft or elastic material.

Where any wheel of an articulated vehicle is fitted with a tyre which is made of soft or elastic material but is not pneumatic, the rim diameter of that wheel shall be not less than 670 m.m.

The total overall length of an articulated vehicle, excluding any starting handle, shall not exceed 33 feet.

The weight borne by any wheel of a trailer forming part of an articulated vehicle shall at no time exceed 3¼ tons.

The total weight of an articulated vehicle together with its load (if any) shall at all times be such and so distributed that the weight transmitted to any strip of the surface upon which the vehicle rests contained between any two parallel lines drawn two feet apart on that surface at right angles to the longitudinal axis of the vehicle shall not exceed 10 tons.

The total weight of an articulated vehicle together with its load (if any) shall be so distributed between the wheels of the heavy motor car forming part thereof and the wheels of the trailer forming part thereof that:—

(*a*) where the trailer has not more than two wheels in contact with the ground, the total weight borne by those wheels of the heavy motor car upon which the brakes of the heavy motor car act shall at all times exceed the total weight borne by the wheels of the trailer;

(*b*) where the trailer has more than two wheels in contact with the ground, the total weight borne by those wheels of the heavy motor car upon which the brakes of the heavy motor car shall at all times be not less than three quarters of the total weight borne by the wheels of the trailer.

For the purpose of determining the weight borne by any wheel of a trailer forming part of an articulated vehicle any two wheels of such a trailer shall be regarded as one wheel if the distance between the centres of the areas of contact between such wheels and the road surface is less than 18 inches.

Where the trailer forming part of an articulated vehicle has more than two wheels in contact with the ground, it shall be so constructed that, however the vehicle is loaded, if, when the vehicle is standing upon a level surface, any one wheel of the trailer is lifted and supported at a distance of 6 inches above such surface the load borne by any wheel shall not be increased by more than 10 per cent.

Rickshaws on Pneumatics. New Japanese Union of Ancient and Modern. — Pneumatic tyres for the native rickshaws of Japan is causing a rapid increase in the tyres used by that country, where the motor car is not yet a popular feature of everyday life. "The Japanese would not part with their rickshaws," said Sir George Beharrell, managing director of the Dunlop organisation, in an interview," so we put pneumatic tyres on them. The streets in many cities are too narrow for motor traffic, but the recent earthquake remedied that to a great extent. Yokohama is now rising as a model metropolis with broad avenues and amazing business activity."

Rear Lights on Vehicles. — The Royal Automobile Club wishes to point out that there is a certain amount of laxity on the part of drivers of horse-drawn vehicles and cyclists in carrying out the provisions of the Road Transport Lighting Act, under which all vehicles are required to carry a red rear warning device during the hours of darkness. This laxity is most marked in remote country districts, and the R.A.C. therefore warns motorists to exercise even greater caution than usual in the circumstances. Particular attention is directed to the difficulty of detecting a single unlighted vehicle among a number of others equipped in conformity with the law, and all motorists should be on the alert.

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Commercial Motor Users' Association.

Twenty-fifth Anniversary Banquet.

H.R.H. The Prince of Wales, K.G., was the guest of honour at the twenty-fifth anniversary banquet of the Commercial Motor Users' Association, held at the Savoy Hotel, London, on October 15th last.

Mr. Geo. Monro, C.B.E., M.Inst.T., President of the C.M.U.A., was in the Chair, and a large and distinguished company included the Japanese Ambassador, members of the Government, heads of many societies and leaders of organisations connected with motor transport.

The President read the following loyal message which had been sent to His Majesty The King. :—

"Members and guests of the Commercial Motor Users' Association, of which organisation Your Majesty has been Patron since 1920, now assembled for the celebration of its twenty-fifth anniversary banquet at which His Royal Highness the Prince of Wales is the principal guest, present their humble and loyal duty to Your Majesty. We thank Your Majesty for the gracious interest which Your Majesty has at all times taken in the progress of the road motor transport industry, and we desire to express the sincere hope that Your Majesty will be speedily restored to full health and strength," and announced that the following reply had been received from The King's Private Secretary :—

"The King has received with much pleasure the message from the members and guests of the Commercial Motor Users' Association, and is glad to think that The Prince of Wales is with them on this auspicious occasion of their twenty-fifth anniversary. As Patron, The King thanks all present for their good wishes and trusts that the road motor transport industry may continue to develop and prosper." (Applause).

Congratulatory cablegrams were received from C.M.U.A. Organisations in Tasmania, Victoria, New South Wales and Western Australia.

H.R.H. THE PRINCE OF WALES, K.G.

The Prince of Wales and Road Psychology.

H.R.H. The Prince of Wales, K.G., proposing "The Association," said that twenty-five years ago, the internal combustion engine was absolutely in its infancy. To-day there were more than 400,000 vehicles on the road for passenger and goods traffic. Throughout this period of quite amazing progress, the Commercial Motor Users' Association, which shared with the Royal Automobile Club the patronage of The King, had been looked up to as the big representative of heavy motor traffic. They had indeed worked unceasingly to develop and popularise one of the most progressive sides of the industry in this country. From the earliest days, the C.M.U.A. had given the greatest possible encouragement to motor drivers to take an interest in the care of the vehicles in their charge, and had also urged employers to see that their employees were good drivers. The C.M.U.A. organised parades of commercial motor vehicles, and conducted examinations of drivers in London and other big cities, giving prizes and diplomas, and this had done an enormous amount to raise the standard both of driving and the upkeep of vehicles.

Who would have visualised twenty years ago the extraordinary situation as we knew it to-day, with the well-maintained fleets of commercial vehicles which they lived with on the road (laughter). With all due deference to our railway companies, these fleets enabled our manufacturers to transport materials from place to place with the minimum of handling and disturbance of the community, and the small retailer had the great advantage of having his goods delivered right to his shop by the big distributing firms. An even bigger development which the C.M.U.A. had helped was the omnibus and motor coach services of Great Britain, and that was one of the most striking features of the road at the present time, bringing transport by road to thousands who would not otherwise have the opportunity. Much of this great progress was due to the C.M.U.A.

He hesitated to say it in the presence of speed kings of the road and air* and in the presence of more experienced motorists than himself who were not speed kings, or probably were not considered so by the others (laughter), but he had had some experience of the roads although possibly sometimes for convenience he had deserted the road for another element. Might he, looking down from his new vantage point speak for one moment of what he might call the psychology of the road? He would start with the private car user who was at times extremely inconsiderate. He never thought of the unfortunate man driving a lorry, say from Bristol or Birmingham, or very much farther afield to London, and he was almost inclined to put him "over the rails," and when the next motorist came along, the lorry driver tried to get back a little bit and would not get out of the way.

Users of commercial motors could often impress upon their employees the need to give room to faster vehicles built for quite another purpose, and so allow people to go at a rate to enable them to keep business appointments and not to block the road.

The problem of the roads was very serious, and it might become much more serious if all the commercial motor users and the private car users did not get together and co-operate to solve the problem and prevent it from becoming the great battle of the roads.

With the toast he wished to couple the name of their Chairman, Mr. Geo. Monro (applause). Mr. Monro was an old friend of his, and had been interested in the C.M.U.A. since its inception, and he could tell them that their Chairman got up earlier than most people; in fact one had to be out very early indeed to get ahead of him (laughter).

His Royal Highness then placed the Presidential Chain of Office on the shoulders of the Chairman and received an ovation at the conclusion of his speech.

Reply by the President.

Mr. Geo. Monro, C. B. E., M.Inst.T., President of the Association, was enthusiastically received on rising to reply.

He said that before responding to the toast so ably proposed by his Royal Highness the Prince of Wales he wished to extend to him a very hearty welcome. They all knew what an extremely busy man the Prince was, and they knew also the vast amount of voluntary work he undertook in his desire to help every section of the community. They were delighted to see his Royal Highness and they thanked him (loud applause).

The Commercial Motor Users' Association was formed twenty-five years ago, and he was sure they were glad to know that the four gentlemen who undertook that work were present that evening; they were that grand old man of motoring, Colonel Crompton, Mr. Douglas Mackenzie, Mr. Shrapnell-Smith and himself, and he thought that their work had proved to be sound, judged by the results of the last twenty-five years. They had based the whole of their rules and regulations on three main points. First—they should act as a service to the community; second—service to the Government, and third—service to their members. They laid down one cardinal principle which was that whatever they did they should be absolutely non-political.

They saw many signs of their success. The C.M.U.A. membership had grown from representing under one hundred lorries in 1903 to over 110,000 lorries. They saw their success again in their happy relations with kindred trade bodies, and again in the fact that the Government Departments came to them to obtain the views of commercial motor users, and local authorities came to their local area committees for advice.

*This was a reference to the presence of Sir Henry Segrave, Squadron-Leader Orlebar and Flying Officer Waghorn.

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Possibly the most difficult period through which the Association had passed was when they were engaged in fighting what was known as the Butt case. They did not win; he believed they lost all along the line, and the case cost the Association thousands of pounds. Yet although they lost they won, because they were able to establish the principle that roads must be constructed to bear the traffic that might reasonably be expected to come upon them. Therefore the result was well worth the time, anxiety and money spent.

They had assisted the government, if he might be permitted to put it that way, with regard to the Bridges Bill, just placed upon the Statute Book. There were large areas of country almost isolated so far as road transport was concerned by reason of weak and restricted bridges, and when the work had been carried out which was now possible under the Bridges Act, he thought they would be able to approach every main town by road from any direction.

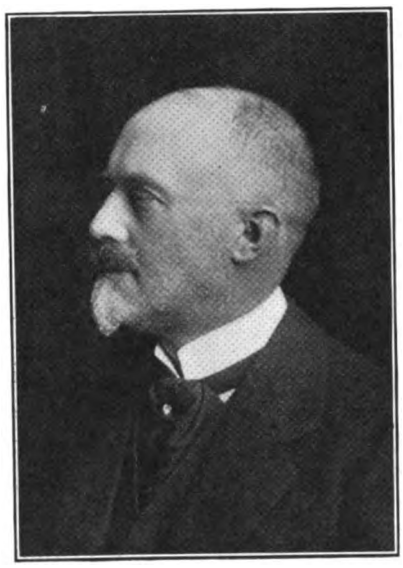
He did hope that the Government would consider the question of building more bridges over the Thames, as this would go a long way towards reducing congestion which was nearly always to be found at the bridge heads.

The Association was putting their views before, and hoping to assist, the Government in their endeavours to deal with the question of level crossings which were a source of great danger on our roads.

He had said that the Association was non-political; he did not depart from that in the slightest degree, but he did feel that he was entitled to say that if the money colleced from motor transport had been devoted to the purpose for which it was specially intended, then all their troubles would have gone by the board a long time ago.

His Royal Highness had touched lightly upon some of the causes of complaint that the public had against the commercial motor vehicle. There was the question of lighting. The members realised their responsibilities, but were troubled in two ways—one, the inefficient lighting of some of the older lorries and, two, the want, perhaps, in some cases of sufficient courtesy towards other users of the road. These matters were always before the Association, and undoubtedly the position with regard to lighting would improve as new lorries came upon the road with their efficient electric lighting apparatus, and after what his Royal Highness had said as to want of courtesy, undoubtedly they would now see improvement in that matter also.

Then there was the question of excessive noise, emanating sometimes from the vehicle, sometimes from the load. That also was a matter to which they frequently drew the attention of members. The enormous improvement in giant pneumatic tyres helped to eliminate noise, and vehicle owners could now rely upon them sufficiently for heavy loads. He thought that the majority of new lorries would be fitted with pneumatic tyres. It was a step in the right direction when the Chancellor of the Exchequer reduced the taxation on pneumatic tyred vehicles. So far as noise was concerned he supposed that the ideal would be a new lorry fitted with pneumatic tyres and with a load of collecting boxes from Aberdeen (loud laughter).



MR. GEO. MONRO, C.B.E., M.INST.T.
PRESIDENT.

THE TOLL OF THE ROAD.

There was a still bigger question, namely, the regrettably large number of accidents on our roads. The Council of the C.M.U.A. looked upon that as the most serious problem with which they were faced, and partly by the improvement of lorries with greatly increased braking powers, but principally by educating drivers in regard to their responsibilities towards other users of the road, they hoped to help greatly to reduce what were undoubtedly terrible losses. The Association realised their responsibility and were doing their utmost to decrease the toll of the road. Educational work should not stop at the motor driver, the pedestrian should be taught that it was his duty to look after himself and so help the motor users to avoid accidents.

THE PARTING OF THE WAYS.

We were witnessing the conversion of our roads from narrow and none too strong highways suitable only for the lighter loads of horsed traffic, into highways built to bear the greater loads and higher speeds of present day motor transport. Up to the present, road transport interests and railway interests had appeared to be antagonistic, yet he thought they were now at the parting of the ways. He felt that in the future they would see much more co-operation between the two systems. He visualised the time when the transport of both passengers and goods would be carried out on the railways' main trunk lines, and the country would be covered with a network of motor systems feeding those trunk lines.

He thanked his Royal Highness for handing him the Presidential Badge of the C.M.U.A. He accepted it as trustee for future Presidents. Not only did he honour the badge as a sign of the trust placed in him by his fellow members, but it had acquired a further honour in coming to them from the hands of the Prince (cheers).

In coupling his name with the toast his Royal Highness paid him the greatest compliment that could be paid to any man, he described him as an old friend of his, and said some flattering things about the work he had done. Perhaps he had been able to do a certain amount, but he did not think he could take much credit, as he had always found men willing to do the bulk of the work, leaving him the bulk of the credit (laughter).

The work of the C.M.U.A. could not have been carried out had it not been divided between a large number of people. There was the Finance Committee and a Council drawn from leaders of industry all over the country, and he would like to take that opportunity of paying tribute to the work of one who had done so much in the interests of the Association, Mr. F. G. Bristow (loud applause). The Finance Committee well knew the extraordinarily able way in which the Central office was run by Mr. Bristow, and he was quite sure there were many members who had cause to thank him for sound advice received and courteous assistance rendered on more than one occasion. He could say without fear of contradiction that no one realised the value of Mr. Bristow's work so fully as did the President and Past-Presidents of the Association (loud applause).

MR. E. S. SHRAPNELL-SMITH, C.B.E., Immediate-Past-President, proposing the toast of "His Majesty's Ministers," said that those responsible for the conduct of any branch of commerce were to-day confronted with many perplexities and difficulties, and they gathered from the speeches of members of the Government that they also were faced with difficulties, greater, perhaps, than those by which commerce was confronted. They hoped that His Majesty's Ministers would overcome the difficulties which our nation and all the nations of the world were called upon to face at the present time, and would secure a furtherance of international good will and peace, and so make the world not only safe for democracy, but what was more vital still, safe for civilisation.

THE RT. HON. LORD THOMSON OF CARDINGTON, P.C., C.B.E., D.S.O., Secretary of State for Air and President of the Air Council replying to the toast, said he had listened with great interest to the speeches and had noticed that emphasis had been laid on road transport. He rather felt that he represented a new development which was going to be of great service in the future. Road transport was suffering from congestion and he suggested that commercial motor users might take a little more to the air (laughter).

Air transport was on the move, and although perhaps it would be a long time before it competed with the C.M.U.A., in time it might even come to that.

He did want to focus attention upon the fact that the great question of transportation by any means was one which we could not neglect. There was an immense future before all forms of transportation, and he urged them to appreciate the fact that the incredible of to-day was the accomplished fact of to-morrow; to keep their eyes open and upon the ball.

MR. HERBERT MORRISON, M.P., Minister of Transport, responding with Lord Thomson to the toast, paid a tribute to the work of Mr. E. S. Shrapnell-Smith, C.B.E., one of the founders of the Association and its President from 1918 to the beginning of the present year. Mr. Shrapnell-Smith, he said, had not only played an important part in the development of the Association's policy, but his knowledge and co-operation had been of the greatest value to the Ministry of Transport and to the Government.

One of the most difficult, but nevertheless one of the most important, problems which faced him as Minister of

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Transport, was that of the co-ordination of transport services. Railways, road transport, canal transport, coastwise shipping, air transport, all had their definite function to play.

Whatever the separate transport interests might think, he himself could do no other than consider the various forms of transport as a whole, and pursue a policy calculated to utilise all efficient means of transport to the maximum extent. Whether on the vexed question of London Traffic, the relation between road transport and rail transport, or otherwise, his policy as Minister of Transport was co-ordination, but always co-ordination consistent with the public interest.

It was very necessary in the interests of co-ordination, and in the interests of public safety, that the question of fresh motor legislation should be faced. He could not say how soon that legislation would be coming along, but he could say that the Government was anxious to pass it in the most public spirited and progressive way at the very earliest possible moment.

MR. C. LE M. GOSSELIN, President-Elect of the C.M.U.A., proposing the toast of "The Guests," said that the President had referred to the great pleasure they all felt at the gracious presence of his Royal Highness the Prince of Wales (cheers). It had been a great honour for the Association to entertain him, and a great pleasure to the members to come into contact with his engaging personality (applause).

MR. F. G. BRISTOW, F.C.I.S., M.INST.T. GENERAL SECRETARY.

They were honoured also with the presence of His Excellency Tsuneo Matsudaira, the Japanese Ambassador, Monsieur Chas. Blum, President, Union des Vehicules Industriels, France, the Rt. Hon. Lord Thomson of Cardington, Secretary of State for Air, and President of the Air Council, Mr. Herbert S. Morrison, M.P., Minister of Transport, and many other distinguished guests, and on behalf of the Association he extended to each and all a most hearty welcome.

HIS EXCELLENCY TSUNEO MATSUDAIRA, the Japanese Ambassador, and **MONSIEUR CHAS. BLUM,** President, Union des Vehicules Industriels, France, replied on behalf of the guests.

Amongst those present were:—Mr. H. H. Dieckhoff, the German Charge d'Affaires; Lt.-Col. S. S. Paddon, C.I.E. (representing the High Commissioner for India); Capt. the Rt. Hon. Earl Howe, P.C., C.B.E.; Lt.-Col. Lord Herbert Scott, C.M.G., D.S.O.; the Rt. Hon. the Viscount Brentford of Newick, P.C.; the Rt. Hon. J. R. Clynes, P.C., M.P. (Secretary of State for Home Affairs); Mr. Ben Smith, M.P. (Treasurer of His Majesty's Household); the Hon. Sir Arthur Stanley, G.B.E., C.B. (Chairman, Royal Automobile Club); Major Vivian B. Rogers, D.S.O. (Mayor of Westminster); Adr. Beers (Vice-President, Bond van Bedrijfsautohouders in Nederland); Mr. Ben Turner, O.B.E., M.P. (Parliamentary Secretary to the Mines Department, Board of Trade); Alderman Frederick Montague, M.P. (Under Secretary of State for Air); Sir Brodie H. Henderson, K.C.M.G. (President, Institution of Civil Engineers); Sir Thomas F. Purves, O.B.E. (President, Institution of Electrical Engineers); Col. the Master of Sempill, A.F.C. (President, Royal Aeronautical Society); Sir Josiah Stamp, G.B.E., D.Sc. (President, Institute of Transport); Sir Cyril W. Hurcomb, K.B.E., C.B. (Permanent Secretary, Ministry of Transport); Sir Joseph E. Petavel, K.B.E., D.Sc., F.R.S. (Director, National Physical Laboratory); Sir Henry P. Maybury, G.B.E., K.C.M.G., C.B. (Chairman, London and Home Counties Traffic Advisory Committee); Brig.-Gen. the Hon. Sir Newton J. Moore, K.C.M.G., M.P.; Rear-Admiral Sir Charles W. R. Royds, K.B.E., C.M.G., R.N. (Deputy Commissioner Metropolitan Police); Lt.-Col. Sir Hugh S. Turnbull, K.B.E., J.P. (Commissioner of Police for the City of London); Major-Gen. C. D. R. Watts, C.B., C.M.G. (Director of Ordnance Services, War Office); Major-Gen. Evan Gibb, C.B., C.M.G., C.B.E. (Director of Supplies and Transport, War Office); Major-Gen. S. S. Long, C.B. (President, Mansion House Association on Railway and Canal Traffic); Sir Henry O. D. Segrave; Squadron-Leader A. H. Orlebar, A.F.C.; Flying Officer H. R. D. Waghorn, A.F.C.; Sir Edward Manville, J.P. (Master of the Worshipful Company of Coach Makers and Coach Harness Makers); Mr. C. le M. Gosselin (President-Elect, C.M.U.A.) and Mr. F. G. Bristow, F.C.I.S., General Secretary, Commercial Motor Users' Association.

Licensing and Regulation of Public Service Vehicles.

Second Report of the Royal Commission on Transport.

THE second Report of the Royal Commission on Transport, appointed to consider the problems arising out of the growth of road traffic, has been published, and deals with the Licensing and Regulation of Public Service Vehicles. A summary of the first Report dealing with the Control of Traffic on Roads was printed on pages 569 and 570 of our August issue.

A considerable volume of evidence remains to be taken before the Commissioners will be in a position to present their third and final Report, which will deal with the question of the general co-ordination and development of all available means of transport.

"In our First Report," the Commissioners state, "we comment upon the fact that the statute law relating to mechanically propelled vehicles is, in many respects, out of date, but however obsolete the law in this behalf may be, that in regard to the licensing of public service vehicles is archaic."

For the purposes of the second Report, the Commissioners have adopted the following definitions of public service vehicles and of the three classes (viz.: stage carriages, express carriages, contract carriages) into which those vehicles are divided in the Draft Road Traffic Bill (Clause 50). The definitions follow those contained in the published Bill with the exception of the substitution of the word "six-pence" for the word "three-pence" in (ii) and (iii).

Definitions:—

(i) Public service vehicles; that is to say, motor vehicles (other than tramcars and trolley vehicles) used for carrying passengers for hire or reward.

This is the general definition. Those which follow are the classes into which public service vehicles are divided.

(ii) Stage carriages; that is to say, motor vehicles carrying passengers for hire or reward at separate fares (any or all of which are less than sixpence), stage by stage, and stopping to pick up or set down passengers along the line of route, and any other motor vehicles carrying passengers for hire or reward at separate fares and not being express carriages as hereinafter defined;

(iii) Express carriages; that is to say, motor vehicles carrying passengers for hire or reward at separate fares and for a journey or journeys to some one or other common destination specified beforehand, and not stopping to take up or set down passengers other than those taking the specified journey or journeys, and motor vehicles carrying passengers for hire or reward at separate fares, where no fare is less than sixpence;

(iv) Contract carriages; that is to say, motor vehicles carrying passengers for hire or reward under contract expressed or implied for the use of the vehicle as a whole at or for a fixed or agreed rate or sum;

Provided that a motor vehicle adapted to carry less than nine persons shall not be deemed to be an express carriage by reason only that on special occasions it is used to carry passengers at separate fares.

The Commissioners wish to make it clear that their recommendations are not intended to apply (i) to contract carriages adapted to carry less than nine persons, or (ii) to tramcars and trackless trolley vehicles which do not come within the scope of their Report as they are operated under statutory powers and do not require to be licensed, or (iii) to the London Traffic Area which is subject to the provisions of the London Traffic Act, 1924.

In spite of the fact that there are more than 1,100 licensing authorities in England and Wales, the licensing laws, such as they are, do not apply throughout the whole of the country. The need for comprehensive legislation which would apply uniformly was evident, but apparently lack of Parliamentary time prevented the introduction of such legislation. The Commissioners hope that the new Parliament will find the necessary time without delay.

The Commissioners are satisfied that the need for a new code of laws is as great in Scotland as in England and Wales.

PROPOSALS OF THE COMMISSION.

The Commissioners state that they could not fail to observe that the majority of the Witnesses advocated the division of the country into large areas for licensing purposes with a view to obtaining a proper control and co-ordination of road services and as a result of their deliberations have unanimously come to the definite conclusion that, as modern road passenger transport has grown to such importance, the

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present chaotic system of licensing must disappear and be replaced by an entirely different system more suited to present-day needs.

One objection to the present system is that many local authorities are themselves owners and operators of transport, and although no definite cases of unfair discrimination had been put before the Commissioners, there could be no doubt that, when functioning as licensing authorities, their actions were suspect to many of their competitors. The Commissioners consider that it is undesirable that a judge should be open to suspicion on the ground that he is interested in an organisation that may be in rivalry with the applicant.

The Commissioners wish it to be clearly understood that, so far as this Report is concerned, the recommedations are not intended to apply to the London Traffic Area; they do not wish it to be understood, however, that they are satisfied with the present condition of affairs in London and they cannot help thinking that some such plan as they suggest for the rest of the country should, *mutatis mutandis,* be applied to London.

TRAFFIC AREAS.

A reference to the suggestions which have been made to the Commissioners shows clearly that the principle of the establishment of traffic areas is generally acceptable.

The Commissioners are in complete agreement with the principle of large traffic areas—indeed, they fail to see any other practical and satisfactory alternative—and they recommend that for the purposes of the licensing of public service vehicles and the co-ordination of all passenger-carrying services, Great Britain shall be divided into Traffic Areas, and without precisely delimiting the actual areas which should be prescribed, it is suggested that there should be ten in England and Wales, and four in Scotland.

The delimitation of the areas which are ultimately fixed should form part of the Bill necessary to give effect to the recommendations, subject to power being given to the Minister to vary or adjust the boundaries after holding an Inquiry, where experience may show that variation or adjustment is desirable.

The Commissioners state that as a general principle they fully recognise the desirability of local authorities having, so far as practicable, control within their areas of all matters affecting the public interest of the community, and they are reluctant to make any recommendation which may appear to run counter to this principle. In regard, however, to the question of the licensing of public service vehicles they have been irresistibly driven to the conclusion that in the present day conditions of road passenger transport services, effective control, regulation and co-ordination cannot be secured by the retention of even the larger authorities as the licensing bodies. On the other hand, they are satisfied that local authorities should retain powers enabling them to exercise a very considerable control over the public service vehicles passing through their districts.

"This brings us 'the Commissioners state,' to the proposals made by the Transport and General Workers' Union and by the London and Provincial Omnibus Owners' Association. Each of these bodies, although approaching the problem from different angles, suggested the division of the country into large transport areas, and each proposed the appointment of a Commissioner or Commissioners in these areas. It is true that in detail the suggestions differed, but in principle they were identical. We believe that the only satisfactory solution will be found in the adoption of this principle, and it is for this reason that we now make our second main recommendation, namely, that for the purposes of the licensing of public service vehicles and the co-ordination of all passenger-carrying services, three Commissioners should be appointed in each Traffic Area."

While proposing to take away from local authorities the right to license, the Commissioners propose to leave to them the power to make regulations as to stands and stopping places and the routes to be followed within their districts.

APPOINTMENT OF AREA COMMISSIONERS.

The Commissioners recommend that the three Commissioners in each Traffic Area should be appointed by the Minister of Transport. The Chairman should be appointed direct, and should be a whole-time paid officer. He should hold office for such term not exceeding seven years as may be determined at the time of his appointment and then retire, but should be eligible for reappointment. The other two Commissioners, though they should have equal status with the Chairman, should not be whole-time officers, but might receive such remuneration, if any, and expenses as the Minister may determine. They should hold office for such term not exceeding three years as may be determined at the time of appointment, and then retire, but should be eligible for reappointment. In the case of these two Commissioners it is recommended that there should be some consultation on the part of the Minister with the principal local authorities before they are appointed. This consultation might take place in either of two ways. First, the Minister might consult with such body or bodies as he may consider most representative of County Councils, and county borough and borough councils respectively. Alternatively, two panels might be constituted in each Traffic Area, and the Minister might select one person from each panel for appointment as Commissioner. The first panel might consist of persons nominated by the County Councils in the Area, and the second of persons nominated by the Councils of the county boroughs and boroughs in the Area—each Council having the right to nominate one person. In neither case do the Commissioners suggest that any person so nominated should necessarily be a member of the nominating Council. A person nominated should, it is thought, remain on the panel for three years, and at the end of that period the nominating Council should have an opportunity to change or reappoint its nominee as it might think fit.

While not desiring in any way to fetter the discretion of the Minister in this matter, the Report expresses a preference for the second alternative, which appears to them to be the more satisfactory.

DUTIES AND FUNCTIONS OF AREA COMMISSIONERS.

As it is considered that the Commissioners should be made responsible for the co-ordination of all passenger-carrying services (including tram and trackless trolley services) within their respective areas, the Report expresses the opinion that the fullest powers should be conferred upon them in order that they may be in a position to carry out these duties effectively.

The Report recommends that:—

(i) The Commissioners shall be within their respective Areas the sole authority for licensing public service vehicles constructed or adapted to carry nine or more persons and also for licensing the drivers and conductors of these vehicles. For the latter purpose the Commissioners should be empowered to make suitable arrangements, if they think fit, with local authorities.

(ii) The Commissioners shall be required to give reasonable notice to the Commissioners of any other Area or to any local authority of any application which may affect such other Area or local authority.

(iii) For the purposes of considering applications for licences and the "backing" of licences granted in another Area, the Commissioners shall sit in public at convenient stated dates and places.

(iv) The Commissioners shall have discretion to hear and consider representations from persons other than applicants, but it shall be their duty to hear and consider any representations which any local authority, passenger transport undertaker, or other body or person directly interested in or affected by the proposed service may desire to make, unless the Commissioners consider such representations to be frivolous.

(v) The Commissioners shall have power to grant or refuse to grant any licence and to "back" or refuse to "back" any Route Licence granted by the Commissioners of another Area. In granting or "backing" a Route Licence the Commissioners shall have power to attach reasonable conditions to such licence. In coming to a decision upon any application, the Commissioners shall act judicially and shall have regard to the following considerations:—

(*a*) The traffic needs of the whole Area.

(*b*) The provision of adequate and efficient services throughout the Area.

(*c*) The elimination of unnecessary services.

(*d*) The provision, where possible, of services on routes which in themselves are unremunerative.

(*e*) The co-ordination of all forms of passenger transport in the Area, *e.g.* the provision of motor omnibus services to extend and feed tramway and trackless trolley systems rather than to compete with them, and the co-ordination of road and rail services.

(vi) The Commissioners shall cause the time-tables of all regular services to be submitted to them, and shall satisfy themselves that such time-tables are so arranged as to provide the public with adequate facilities at convenient hours and in such manner that the legal maximum speed limit for the vehicles used will not be exceeded.

(vii) The Commissioners shall satisfy themselves that the fares charged or proposed to be charged are reasonable and, if representations have been made to them and if they consider it necessary in the public interest, may, after holding a public enquiry, fix maximum and minimum fares for any service in their Area.

(viii) Generally, the Commissioners shall aim at establishing an adequate passenger transport service in their Area, creating what has been termed by several Witnesses a "controlled monopoly," *i.e.,* the provision of services by an adequate number of efficient undertakings which, for the safeguarding of the interests of the public, would be subject to strict control.

(ix) The Commissioners shall submit an Annual Report to the Minister.

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OTHER RECOMMENDATIONS.

Other recommendations include:—

Expenses of Commissioners.—The expenses of Commissioners should be met partly from the proceeds of fees for licences. Any deficiency should be met from the Road Fund.

For a Public Service Vehicle Licence, a fee not exceeding £2 2s. should be charged in respect of each vehicle. Route Licences and licences for drivers and conductors should be issued at nominal fees, say, 5s. per licence.

Powers of Local Authorities.—Powers should be given to all existing licensing authorities, and to all County Councils to which this Report relates, to make regulations regarding the routes, stands, and stopping places of public service vehicles. These regulations should not become operative unless confirmed by the Minister after consultation with the Area Commissioners, and should have force only within the area of the authority making them. No alteration should be made in the existing law relating to the licensing of public service vehicles constructed to carry less than nine persons (mainly taxicabs) or the drivers of these vehicles.

Classification of Vehicles. — Public service vehicles should be defined as "motor vehicles (other than tramcars and trackless trolley vehicles) used for carrying passengers for hire or reward." They should be classified as "stage carriages," "express carriages" and "contract carriages"—the first representing the ordinary omnibuses carrying passengers for short stages; the second, the long-distance coaches carrying passengers at separate fares; the third, the vehicles which are hired as a whole.

Certificates of Fitness.—Before a Public Service Vehicle Licence is granted, the applicant should be required to produce a Certificate of Fitness, implying that the vehicle complies with the constructional requirements prescribed by the Minister of Transport.

The Commissioners should appoint properly-qualified Certifying Officers to examine vehicles and issue Certificates of Fitness. A Certificate of Fitness should normally be valid for a period of five years, but provision should be made for re-examination of the vehicle within that period, if circumstances render it desirable.

Public Service Vehicle Licences. — It should be an offence to use a vehicle as a stage carriage or as an express carriage or as a contract carriage, if it is not licensed as a vehicle of that class, provided that a vehicle licensed as a stage carriage may be used as an express carriage or as a contract carriage, and one licensed as an express carriage may be used as a contract carriage.

Area Commissioners, however, should be given a limited discretion to authorise, in certain circumstances, the use of an express carriage as a stage carriage.

Public Service Vehicle Examiners.—The Commissioners should appoint Public Service Vehicle Examiners for the purpose of inspecting licensed vehicles and ensuring that they are satisfactorily maintained. Public Service Vehicle Examiners should have power to stop and inspect vehicles at any time, and if on inspection it appears that the vehicle, owing to defects, is or is likely to become unfit for service, they should have power to suspend the Public Service Vehicle Licence in respect of the vehicle.

Route Licences. — A vehicle should not be used as a stage carriage or as an express carriage unless the operator is the holder of a Route Licence. In the case of a service of stage carriages passing through the areas of more than one licensing authority, the Route Licence should be required to be endorsed or "backed" by the Commissioners of each Area other than those who originally granted the licence. In the case of a service of express carriages such "backing" should only be required in Areas in which passengers are taken up and set down.

Conditions attaching to Route Licences. — The Commissioners should have power to attach such conditions to Route Licences as will secure:—(*a*) the provision of suitable services; (*b*) the route to be followed; (*c*) the suitability of the vehicles for the route; and (*d*) that fares shall not be unreasonable having regard to all the circumstances.

The Commissioners should also be empowered to attach conditions relating to hours, wages and conditions of service.

Suspension and Revocation of Route Licences. — The Commissioners should be empowered to revoke or suspend a Route Licence or the "backing" of such licence either for non-compliance with any condition subject to which the licence was granted or "backed," or in the event of the conviction of the holder of certain specified offences.

Applications for Licences. — Applications for Public Service Vehicle Licences and Route Licences should be made to the Commissioners of the Area within or through which the vehicle is intended to be operated or the service is intended to start, or, in the case of a vehicle intended to run or a service to be operated between two terminal points, to the Commissioners of the Area in which either point is situated.

Duration of Licences.—Unless suspended or revoked in the meantime, a Public Service Vehicle Licence or a Route Licence should continue in force for one year, but the Commissioners originally granting the licence should have power to renew it from time to time for further periods of one year. Route Licences should expire on a prescribed date in each year but, if thought desirable, a licence may be limited to a certain period of the year.

Notices regarding "Backing" of Licences. — Commissioners who "back" or refuse to "back" a Route Licence should be required to give notice of the fact to the Commissioners by whom the licence was granted, and, if a licence is "backed" subject to conditions, notice of such conditions.

Transfer of Licences.—Neither a Public Service Vehicle Licence nor a Route Licence should be saleable or transferable in any circumstances whatsoever.

Appeals.—An applicant should have a right of appeal against a decision of the Commissioners to a Court of Summary Jurisdiction in the case of a driver's or conductor's licence, and to the Minister of Transport in the case of any other licence. No licence regarding which an appeal is pending should become operative until the appeal has been decided.

Regulations by the Minister.—The Minister of Transport should have power to make regulations regarding such general matters in connection with licensing (*e.g.*, the prescription of standard forms of licences) as will secure uniformity in the various Areas. He should also have power to make regulations as to the conduct of passengers, the conduct of drivers and conductors when acting as such, and as to such general matters as the fees payable for licences, the marks to be carried by vehicles and the badges to be worn by drivers and conductors.

Drivers and Conductors. — All drivers and conductors should be licensed as such. The grant of such licences should be restricted to persons over the age of twenty-one in the case of a driver, and over the age of eighteen in the case of a conductor.

Time-tables. — The Commissioners should have power to require all time-tables to be submitted to them for approval and that, when approved, the appropriate time-table should be displayed inside the vehicle.

Accidents. — It should be the duty of a holder of a Public Service Vehicle Licence to give notice of any accident to or failure of the vehicle which may affect the safety of passengers or others. A Public Inquiry by the Minister should be obligatory in the case of all accidents to public service vehicles which involve the death of a passenger, or of a driver or conductor or other employee of the operator.

Insurance.—Insurance in respect of damage to person or property should be made obligatory in the case of all public service vehicles. The exemption proposed in the Draft Road Traffic Bill, in the case of proprietors who satisfy the licensing authority of their financial ability to meet all such claims as may be made against them, should be carefully reconsidered.

Belgium's Wembley.

THE British Empire's most spectacular exhibit since Wembley is being organised by the Department of Overseas Trade as part of the International, Colonial and Maritime Exhibition to be held in Antwerp next year (1930) in celebration of the Treaty of Belgian Independence—the Treaty in defence of which Great Britain went to war in 1914. The British Treasury has sanctioned an expenditure of £100,000 on the exhibit. "The British section has been allotted such a good position that it will be a predominant feature of the Exhibition," said an official of the Department on returning from Antwerp. "The building has been designed by Sir Edward Lutyens." New Zealand is to have a prominent position in the British section; South Africa is considering plans; the Straits Settlements, the Gold Coast and the East African Dependencies have all asked for space to be reserved. Ceylon is considering joining and other possible exhibitors include the Irish Free State and Palestine. The most important British shipping companies are to have displays in the British section. Other exhibitors will be allotted places either there or in the international section, according to the amount of space available. Manufacturers of equipment for ships, of course, will be specially invited to exhibit.

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Commercial Motor Transport Exhibition.

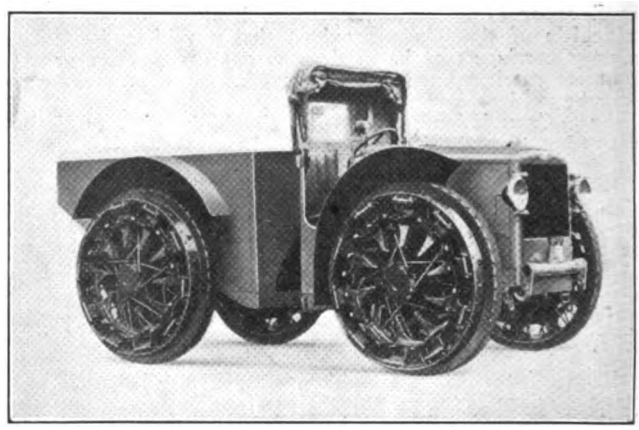
Olympia, November 7th to 16th.

WE have pleasure in presenting to our readers what we claim to be a practically complete report of exhibits at the Olympia Show. It is true that some few firms sent us the particulars of their exhibits too late for inclusion or failed to send them at all, but with these exceptions our readers may regard the report as substantially complete.

Commercial Motor Vehicle and Body Work Section.

Albion Motor Car Co., Ltd., Glasgow. Stand No. 45. This firm, one of the pioneer firms in the industry, are showing a comprehensive selection from their wide range of goods and passenger models. There are three machines on the Albion stand which are new models since last Olympia, but there is nothing which has not been on the market long enough to have won its spurs in the hands of the public. The exhibit consists of six machines, three for passenger work, and three for goods carrying. A centre of interest will, no doubt, be the 24-passenger "Viking Six" sunshine saloon, built to the order of the L.M.S. Railway. The "Viking Six" chassis is well known to coach operators, many of whom have had experience of its performance in actual service. The engine with a bore of 3⅛ in., and a stroke of 5 in., is rated at 36 h.p., but develops 90. The clutch is the single plate type with an efficient clutch brake. There are four forward speeds and a divided propeller shaft with a self-aligning centre bearing. The rear axle is of the underslung worm type, and is the subject of a number of patents. The footbrake operates through Dewandre vacuum servo gear on all four wheels, and the hand brake on entirely independent shoes in the rear wheel drums. The bodywork carried out by Messrs. P. W. Watson and Sons, Ltd., of Lowestoft, is built to conform to the Manchester and Rochdale Corporation regulations. The second passenger machine is a 32-seater service bus mounted on a six cylinder chassis, generally similar to that used for the L.M.S. Railway machine, except that it is of the overtype design. The driver's seat has been considerably lowered since the introduction of this chassis a year ago. The body was built by Messrs. Strachans with the usual jack-knife door. The other passenger machine is a 30/60 h.p. 4-cylinder overtype front entrance bus for the fleet of W. Alexander & Sons, Ltd., of Falkirk, who are also the builders of the body. The chassis is a type which has been on the market for some years and figures in the fleets of many large operators throughout the country. The body is designed for fairly long distance "limited-stop" work, and is fitted with single type bucket seats arranged in pairs, slightly staggered to give the maximum of comfort to passengers. In order to provide extra leg-room, the seating has been reduced to 30 instead of the 32 which the body could accommodate. The interior is finished in mahogany, and has an excellent appearance. Turning now to the goods models, an exhibit sure to attract much attention is the high-speed 30-cwt. model, which is making its initial appearance at Olympia. It has been on the market about a year, and is to be found on the fleets of many of the most famous transport users in the country. It is shown as a polished chassis. The engine and gear box are built as a unit, but the clutch pit is open so that adjustment is simple. The R.A.C. rating is 19.6 but the power actually developed is nearly double this figure. The cylinders and crankcase are a single casting; the head is detachable with the valves at the side; the inlets being of the Ricardo masked type. The induction pipe is heated by an exhaust jacket. The magneto on the offside and the water pump on the nearside are driven from a cross shaft and are thus placed where adjustment or inspection is easy. The oil filler also is large and well placed. The gear box, which provides four forward speeds, has short, rigid shafts and large bearings. The drive to the back axle is by an open tubular propeller shaft with large fabric universal joints. The rear axle is of the overhead worm drive type, and provides adequate clearance for use overseas, the 4 ft. 9 in. track being another feature appealing to users abroad. Owing to the forward position of the steering box the drag link articulation is so good that there is almost entire freedom from steering wheel "kick" on rough going. The brakes are all on the rear wheels, the adjustments being very accessibly placed outside the frame on each side. The chassis is marketed complete with a 12-volt 5-lamp C.A.V. lighting set, and speedometer, and spare wheel with solid tyre, the latter being interchangeable with either the 33 in. by 5 in. or the 34 in. by 7 in. wheels fitted as standard to front and rear axles respectively. While this chassis is designed for 30 cwt. loads it is equally serviceable for a 16-seater body. The next exhibit is a 3-ton van, the latest addition to the large fleets of Albions owned by J. Lyons & Co., Ltd. The chassis is the well-known 30/45 h.p. model, and is mounted on 34 in. by 7 in. pneumatics. The body built by The Normand Garage, is specially designed for carrying trays, no less than 81 being accommodated. Finally, there is an imposing looking 5-ton overtype tilt van for the use of the Navy, Army and Air Force Institute who already have 47 Albions in their fleet. The 35/55 h.p. engine is well up to its work, and has an excellent reserve of power to cope with heavy going. The tyre equipment is 36 in. by 8 in. pneumatics singles front, twins rear, and the footbrake operates through vacuum servo gear. The Albion stand is one that will well repay careful examination by both goods and passenger vehicle operators.

Armstrong Siddeley Motors, Ltd., Parkside, Coventry. Stand No. 39. This firm is to exhibit a novel type of four wheel drive tractor. It has a four cylinder air cooled engine and the drive is taken through a four-speed gear box to all four wheels. The chassis is built in two halves, joined together by a tubular member, at each end of which is a vertical pivot, around which each frame can turn both horizontally and vertically. Each frame has a dead axle which carries the driving wheels. To each frame also is attached a cross-shaft casing through which the cardan shafts transmit the drive to the driving wheels. There is also to be a four wheel drive reconnaissance car which differs to the foregoing in that it has a lighter frame and the wheels are shod with pneumatic tyres instead of solids.



THE ARMSTRONG-SIDDELEY (PAVESI TYPE) 45 H.P. 4-CYLINDER FOUR WHEEL DRIVE TRACTOR.

Associated Equipment Co., Ltd., Windmill Lane, Southall, Middlesex. Stand No. 71. This firm's exhibits will comprise a "Regent" double-deck bus, a "Regal" single-deck bus and a "Regal" show finished chassis, each fitted with a 95 h.p. A.E.C. engine, also a "Majestic" 6-ton float lorry sold to the Cement Marketing Company, and, finally, a 95 h.p. show finished engine shown as a working model. The following is a brief description of the engine:—95 h.p. six cylinder, overhead camshaft engine, 100 m.m. bore by 130 m.m. stroke. Detachable head, automatic advance, magneto ignition, Solex carburetter, A.C. air cleaner, pump water circulation, force lubrication to all main and big end bearings. Fan and dynamo are positively driven by timing chains, no belts being used. The crankshaft has seven bearings 2¾ in. in diameter. The h.p. developed is 48 b.h.p. at 1,000 r.p.m., and 95

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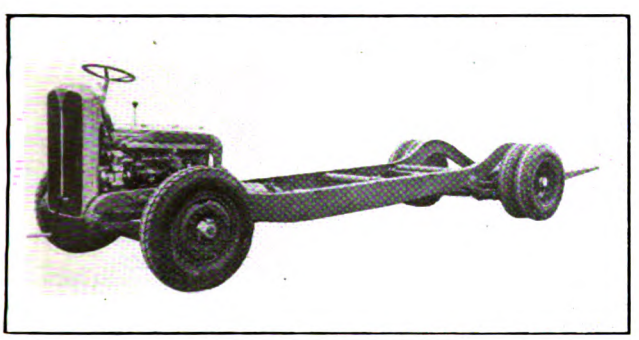
b.h.p. at 2,500 r.p.m. All accessories, such as dynamo, carburetter, magneto, oil filler, water pump and sparking plugs are accessibly mounted on the near side of the engine. In addition to a large gauze filter, a felt filter is provided to remove all small particles of dust from the oil. The filter is readily detachable from the bottom half of the crankcase and is kept under an oil pressure from the oil pump. This engine is fitted to both the "Regent" and "Regal" chassis and the following chassis details apply also to both models. The radiator, which is of distinctive design, is mounted to the engine at three points only and is insulated therefrom by rubber blocks. The clutch is a single plate 16 in. in diameter provided with an adjustable clutch stop. The four-speed gear box is of unit construction with engine casing, but can be dismounted without disturbing the engine. The gear ratios are: 1st, 4.37 to 1; 2nd, 2.69 to 1; 3rd, 1.95 to 1 and 4th, direct. The rear axle reductions, standard in both chassis, are 6¼ to 1. The change speed control operates through a single rod mounted on spherical bearings in the gear box and in an oil tight case clamped to the side of the engine. Power is transmitted through a tubular propeller shaft with Spicer couplings and a self-aligning ball bearing midway between the gear box and back axle. The rear axle is of the off-set type permitting low floor height. The axle is a one-piece nickel stamping, the underslung worm being carried in an electron metal housing. Foot brakes operate on all four wheels through vacuum servo mechanism; the hand brake operates on the two rear wheels only. Steering is of the Marles type. The front springs are 4 ft. 2 in. in length and the rear 5 ft. 2 in. Shock absorbers and rubber buffers are also provided. A 45-gallon petrol tank is mounted on the off-side frame member from which the



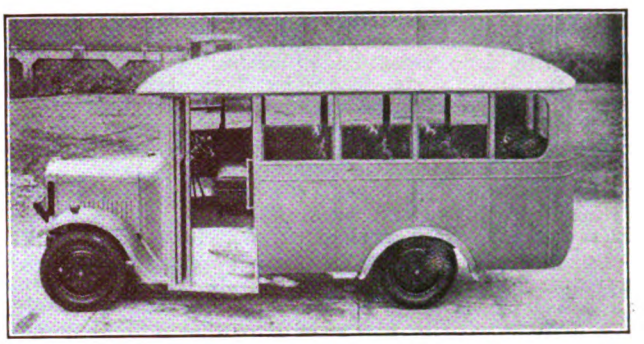
THE A.E.C. "REGENT" CHASSIS.

supply is drawn by an Autovac containing a 3-gallon reserve tank, mounted on the body bulkhead. The wheels are detachable disc with standard tyre equipment 36 in. by 8 in. single front and 38 in. by 9 in. balloon tyres rear, in the case of the "Regent" model, and 38 in. by 8¼ in. balloon tyres single front, twin rear, in the case of the "Regal" chassis. Central chassis lubrication has been adopted. The "Regent" chassis dimensions are as follows:—Wheelbase 15 ft. 6½ in., track 6 ft. 4 in. front, 5 ft. 10¼ in. rear, overall length 24 ft. 11 in., width 7 ft. 6 in., height of frame, loaded, 1 ft. 9 in., turning circle 57 ft., chassis weight 3 tons 5 cwt. In the case of the "Regal" they are similar to that of the "Regent" excepting a 17 ft. wheelbase, overall length 25 ft. 9 in., or alternatively 27 ft., turning circle 60 ft., chassis weight 3 tons 3 cwt. With regard to the "Majestic" it has been designed as a high-speed goods carrying vehicle and can be supplied with alternative axle ratios. It is fitted with a 110 h.p. six cylinder engine, similar in design to the 95 h.p. model. The radiator, clutch and gear box are also similar. The rear axle is the fully floating type carrying the double reduction and differential in a separate steel case. Both spur and bevels are of the helical type. Foot brakes are on all four wheels, servo operated; hand brakes on rear wheels only. Steering is the Marles types.

Austin Motor Co., Ltd., Longbridge Works, Birmingham. Stand No. 38. The exhibits will be as follows:—(1) An ambulance body mounted on a 20 h.p. six cylinder long wheelbase Austin chassis, providing accommodation for two stretchers and for a nurse or attendant and four sitting cases. Price £720 complete or £405 chassis only. (2) Another ambulance body mounted on a 12 h.p. chassis accommodating one stretcher case, two sitting cases and an attendant. Price £445 complete or £187 10s. chassis only. (3) A 12 h.p. "Special" traveller's brougham. Price £345 complete, £187 10s. chassis only. (4) Also two delivery vans mounted on the Austin 7 h.p. chassis.

John C. Beadle, Ltd., Spital Street, Dartford. Stand No. 61. This well-known body building firm will exhibit (1) a 26-seater luxury long distance saloon coach mounted on a six cylinder Thornycroft "BC Forward" chassis, (2) a 20-seater all-weather domed back coach mounted on a Morris Commercial "Y" type six cylinder chassis, (3) a box van mounted on a 50 cwt. Dennis chassis and (4) a special brewers' body mounted on a Leyland 6-ton Buffalo chassis.

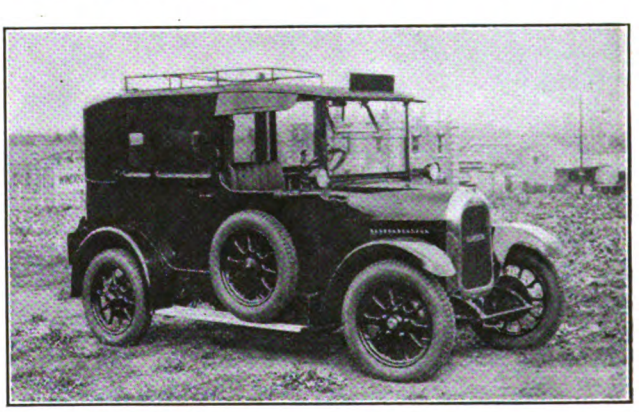
Bean Cars, Ltd., Tipton, near Birmingham. Stand No.



THE BEAN 16/17-SEATER BUS.

132. (1) A 30 cwt. lorry with hinged sides and tailboard. The chassis has a four cylinder engine 75 m.m. bore by 130 m.m. stroke, single dry plate clutch, four speed gear box and overhead worm driven rear axle, disc wheels fitted with 32 in. by 6 in. s.s. tyres, expanding brakes on rear hubs, chassis weight 28 cwt., load capacity 42 cwt. including body. Price complete £365. (2) A similar chassis fitted with an 18/20 seater bus body, 34 in. by 7 in. tyres, six drop windows, interior lighting, finished in red and white. Price £600. (3) A similar chassis fitted with a 16/17 seater Scotland Yard type bus body by Birch Bros. Price £645 complete. (4) A 25 cwt. van with engine similar to the above. This chassis has a spiral bevel final drive, disc wheels with 33 in. 5 in. s.s. tyres, chassis weight 27 cwt. Smith 12-volt five-lamp lighting set and self-starter. Price £340. (5) A 50 cwt. "Empire" long wheelbase chassis as fully described in our September number. Price £595. (6) A similar chassis fitted with a lorry body with hinged sides and tailboard. Price £665.

Beardmore Taxicab Co., Ltd., 112 Great Portland Street, London, W.1. Stand No. 69. There will be two examples of the new standard "Hyper" taxicab with standard body-work, one being red and one blue. The body work will be new to taxicabs having sun or shade sliding roof.



THE BEARDMORE "HYPER" TAXICAB.

Another special feature is that the engine is provided with Ricardo patent head and patent duplex induction manifold, providing rapid acceleration and economy in fuel. Also the chassis will be fitted with four wheel brakes, safety glass and frameless windows.

Berliet Motor & Engineering Co., Ltd., Richmond Bridge Works, Twickenham. Stand No. 137. (1) A 20 h.p. 2-ton four cylinder chassis with four speed gear box unit with engine, central control, multiple dry plate clutch, overhead worm rear axle, Servo assisted four

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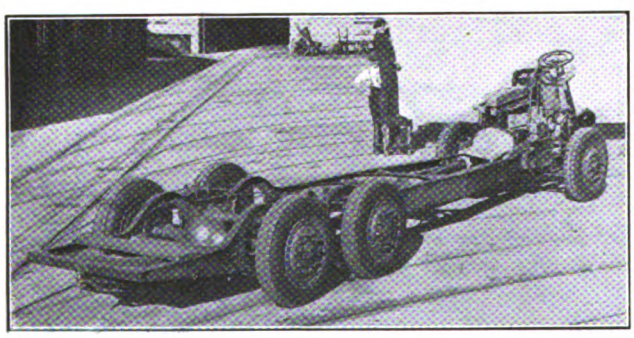
wheel brakes, Michelin wheels with 835 by 135 m.m. pneumatic tyres, twin rear. The chassis will be fitted with a drop sided body. Chassis price £345, with body £410. (2) A 22.3 h.p. 3-ton four cylinder chassis, particulars as above excepting engine, 95 m.m. bore by 130 m.m. stroke, four cylinders in 2 blocks; pneumatic tyres 855 by 155 twin rear. Price £485. (3) A 30 h.p. 5-ton tipper with four cylinder governed engine, 110 m.m. bore by 140 m.m. stroke. Four speed gear box, multiple dry plate clutch, central control, chain drive rear axle, solid tyres 950 by 140 front and 1030 by 160 twin rear fitted with metal body and end tipping gear worked from the gear box. Chassis price £595, with body complete £750. (4) A similar chassis with a Wood hydraulic tipping body. Price £795. (5) A similar chassis but with long wheelbase 17 ft. 4 in., fitted with drop sided body. Chassis price £625 with solid tyres, with six 38 in. by 7 in. pneumatic tyres £62 10s. extra. Price complete as shown £710. (6) A 30 h.p. 4/5 ton live axle chassis with double reduction rear gear and Servo assisted four wheel brakes, solid tyres. Price £765, or as shown with 38 in. by 7 in. pneumatic tyres, twin rear, £827 10s. (7) A 45 h.p. 10/12 ton six cylinder tractor unit. Price £795 and (8) a 45 h.p. 10/12 ton six cylinder rigid six wheeler. Price **£1,100.**

Bonallack & Sons, St. George Works, Cable Street, London, E.1. Stand No. 28. (1) A box van mounted on an A.E.C. 3½-ton "Mercury" chassis. (2) An all-weather coach mounted on a Vulcan "Duchess" six cylinder chassis. The body will have a "Sunsaloon" head, opening 12 ft. 6 in. by 4 ft. 10 in. Panelled throughout in aluminium with luggage compartments at each side and at rear. Coach doors fitted with recessed handles and heavy slam locks. Luxurious seats with extra deep cushions, upholstered in Moquette and an occasional table between the transverse seats. Fittings include three large roof lights, flambeaux on all pillars, ash trays and rug rails, all fittings and windscreen are heavy chromium plated. Finished in polished aluminium and with seats for 24 passengers.

Bristol Tramways and Carriage Co., Ltd., Tramways Centre, Bristol. Stand No. 136. There are to be three new models exhibited on this stand as follows:—(1) A six-wheel chassis design to take a 60-seater double-deck omnibus body, this is the half-bonnet type with engine developing 110 b.h.p. (4½ in. bore by 5½ in. stroke). Foot brake on all six wheels, hand brakes on four wheels, front springs fitted with Bristol patent load-adjusting device, chassis weight 4 tons 15 cwt. Electric self-starter, automatic impulse starter, Bristol rubber buffer vibration absorbing body mounting attachments. (2) A six cylinder four wheel light passenger chassis designed to take a body not exceeding 30 cwt. to seat up to 32 passengers. Half-bonnet type, six cylinder engine, 4 in. bore by 5 in. stroke, developing 78 b.h.p. Four wheel brakes. Chassis weight complete 3 tons 13 cwts., 16 ft. wheelbase, self-starter. (3) A six wheel electric trolley bus chassis to seat 60 passengers. (4) A Bristol 32-seater Superbus with 75 b.h.p. engine.



THE "BRISTOL" 6-CYLINDER SIX WHEEL PASSENGER CHASSIS.

British Longframe Six Wheeler Co., Ltd., 23 Tavistock Square, London, W.C.1. Stand No. 86. The exhibit will consist of a 20-seater one man operated saloon bus mounted on a standard 30 cwt. Chevrolet Longframe rigid six-wheel chassis. The overall length is 21 ft. 2 in., width 7 ft., height 8 ft. 6 in. The seats can be arranged to suit customers requirements.

British Mercedes-Benz, Ltd., Kings House, 37 Davies Street, Grosvenor Square, London, W.1. Stand No. 29. (1) A type N.K.56 chassis fitted with six cylinder 70 h.p. crude oil engine. Loading capacity 10 tons, chassis weight 5 tons; 42 in. by 9 in. pneumatic tyres. Three-way Miller tipping gear. Price of chassis complete with tipping gear, platform body, etc., £2,245. (2) Type N.46 special omnibus low frame chassis with 50/55 h.p. six cylinder engine. Loading capacity 3 tons 5 cwt. Chassis weight 2 tons 1 cwt., tyres 32 in. by 6 in. Price £675. (3) Similar chassis to above fitted with a 20 seater Coupe de Ville coach by Mumfords. Chassis price £675. Price of complete vehicle £1,250. (4) A Mercedes-Benz crude oil engine type O.M.26, engine only.

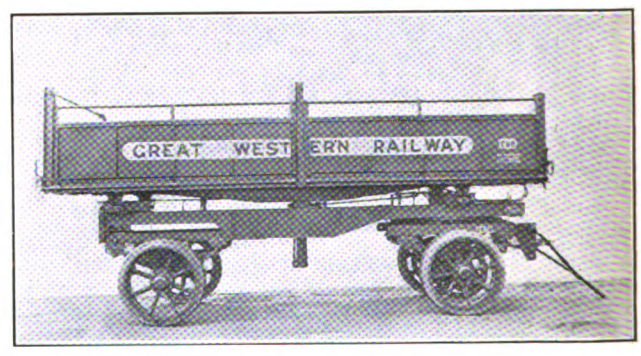
J. Brockhouse & Co., Ltd., Victoria Works, Hill Top, West Bromwich. Stand No. 90. The exhibit will consist of "Gibson" all-steel trailers of 10 cwt. and 6 cwt. capacity.

Bromilow & Edwards, Ltd., Engineers, Foundry Street, Bolton. Stand No. 81. The subject of the exhibit will be the firm's well-known tipping gears and bodywork, and in this connection there will be exhibited (1) a Leyland "Hippo" 6 wheel chassis fitted with hydraulic three-way tipping gear and bodywork specially designed for speedy discharge of 12/14 tons. (2) A Guy 6-ton four wheel chassis fitted with hydraulic three-way tipping gear and body work for general contractors use.

Brush Electrical Engineering Co., Ltd., Falcon Works, Loughborough. Stand No. 22. (1) A single-deck saloon bus body with front entrance providing seating accommodation for 30 passengers. This body will be mounted on a Leyland "Lion" 4 type chassis. The body is built to registered designs of the British Electrical Federation, Ltd. (2) A double-deck top covered bus body seating 50 passengers. This body will be mounted on a Crossley six cylinder 38/110 h.p. chassis with forward steering. A special feature of this bus will be the improved system of ventilation. (3) A double-deck top covered body, also to the registered design of the British Electrical Federation, Ltd. This vehicle will have seating accommodation for 52 passengers. It will be mounted on a four wheel Daimler CF.6 forward control type chassis.

John Buckingham, Ltd., 332 and 333 Bradford Street, Birmingham. Stand No. 115. This well-known firm of body builders will show (1) a Pullman De Luxe coach body for long distance touring to seat 26 passengers, driver and courier. It will be mounted on a Daimler C.F.6. overtype six cylinder chassis. The price of the complete outfit is £1,925. (2) A Sun-saloon coach to seat 26 passengers, driver and courier, mounted on a Guy six cylinder forward drive drop frame four wheeled chassis, 45/85 h.p. engine and four wheel brakes. The wheels are shod with Dunlop pneumatic tyres. Price as shown £1,825.

Carrimore Six Wheelers, Ltd., Carrimore Works, High Road, Great North Road, North Finchley, London, N.12. Stand No. 111. This well-known firm of trailer manufacturers will be exhibiting a new range of trailers constructed on the lines of lorry design. The exclusive features claimed are:—(1) A pressed steel frame so designed that it obviates what is described as the present built-up rear carriage utilised in trailer construction. (2) Timken roller bearings to road wheels. (3) Silentbloc spring bushes. (4) Latest type spring anchorage. (5) 16 in. diameter fabric lined brakes. (6) Interposed flat tapered roller thrust race in the centre of the turntable to facilitate handling the fore-carriage. There is also to be exhibited a 20-ton Carrimore-Lynx eight-wheeler which will be the subject of a special description in a future issue.



A 5/6-TON CARRIMORE TRAILER, BEING ONE OF TWELVE SUPPLIED TO THE G.W.RLY.

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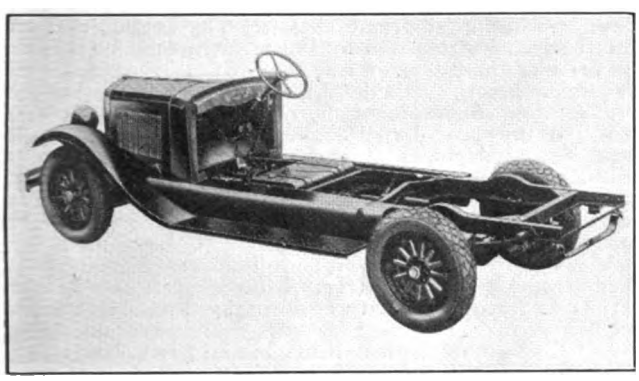
Carter, Paterson & Co., Ltd. (Motor Dept.), 8 Macclesfield Street, City Road, E.C.1. Stand No. 87. (1) A box van body, frame and hoops constructed in oak, and the hoops covered with tongued and grooved boarding. The sides covered with large aluminium panels, top also covered with aluminium. The back of the body is fitted with strongly hinged tailboard and a pair of tail sheets. A comfortable driver's cab with full width windscreen, the section in front of the driver being made to open. The offside of the cab is fitted with fixed door and the near side is left open for easy loading through an opening in the front of the body. The body is so mounted that no wheel arch appears on the inside, thus giving the best possible conditions for loading. Internal dimensions of the body—11 ft. long, 6 ft. wide and 6 ft. high; mounted complete with wings, steps, registration plates and lamp brackets, painted, written and varnished similar to exhibit. Mounted on Garner 2/2½ ton chassis. Price complete, £715. Body only, £115. (2) A driver's cab is fitted, constructed of oak framework and aluminium panels, the top and back being boarded with tongued and grooved boarding. The boarding over the top is covered over with prepared canvas. The cab has a V shaped front to suit radiator, a full width windscreen and high side doors. The whole is easily detachable to allow access to the engine. A steel framed tray is fitted to the chassis behind the cab to take detachable containers. The complete vehicle, painted, written and varnished, and fitted with steps, wings, registration plates, etc., as exhibited, mounted on Albion chassis, price £1,003 10s. Price of cab and tray, £85.

Challands, Ross & Co., Ltd., Canal Street, Nottingham. Stand No. 20. On their stand there will be three freight vehicles, all on Thornycroft chassis. They will consist of a 2-ton box van with enclosed cab, a 5-ton hinged sided lorry and a 10/12-ton three-way tipper on the latest "JC Forward" six cylinder, rigid six wheel chassis. The vehicle with the tipping body is similar to one supplied to the L.M.S. Railway.

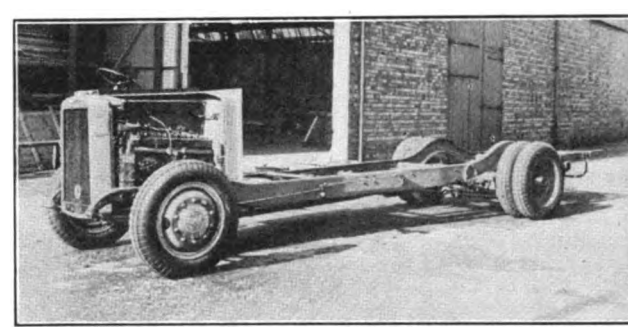
Chrysler Motors, Ltd., Mortlake Road, Kew Gardens, Surrey. Stand No. 83. On this stand there will be Fargo trucks which make their first appearance in this country. They are built in the truck section of Chrysler Motors, U.S.A. The models to be sold in this country are a 15 cwt. and a 30 cwt. chassis. A 30 cwt. chassis will be on view also a van. The engine is a Fargo six cylinder, bore 3 in., stroke 4⅛ in. developing 55 b.h.p. at 3,400 revs. Four bearing crank and cam shafts, alloy pistons, pressure lubrication, pump cooling, Stromberg carburetter, coil ignition. Clutch and gear box unit with engine. Dry plate clutch, four-speed gear box, two-piece tubular propeller shaft with three ball and trunnion type universal joints. Semi-floating rear axle with spiral bevel drive. Fargo hydraulic braking on all four wheels. Worm and nut steering, wood artillery wheels with demountable rims with 31 in. by 5¼ in. tyres front and 32 in. by 6 in. rear.



THE FARGO 30-CWT. TRUCK CHASSIS.

Citroen Cars, Ltd., Citroen Building, Brook Green, Hammersmith, London, W.6. Stand No. 78. The most interesting exhibit on this stand will be a new six cylinder 35 cwt. chassis. The engine is substantially the same as that of the well-known six cylinder Citroen car, also the chassis with the necessary strengthening modifications of back axle and frame. A four speed gear box is incorporated and Bendix Duo-Servo brakes are standard. There will also be a 13/30 h.p. four cylinder convertible tourer which can be converted from a four seater pleasure car to a useful covered wagon. A taxi-cab will be shown and the Citroen Kegresse in three types.

Commer Cars, Ltd., Luton. Stand No. 67. Of the six exhibits, three are on the new "Invader" chassis, type 6 TK, a high-efficiency six cylinder of 24 nominal h.p. developing 68 b.h.p. These are a polished chassis, a coach and a bus. The coach is an extremely interesting body turned out in the Commer Company's own shops. The objective has been to carry out the idea embodied in the design of the chassis itself, which closely approximates both in appearance and performance that of a large car. The coach, therefore, has been made to look like a limousine. Though the chassis will carry twenty passengers, seats for only sixteen have been provided, so that there is ample room and to spare for each passenger. The body lines have been kept as low as possible and the height from the ground to the top of the roof is but 7 ft. 8 ins. loaded, so that the coach is extremely safe and easy to handle on the worst of road surfaces. In conjunction with the "Invader" chassis which is fast and silent, this vehicle should provide the maximum comfort and safety for long journeys by road. The interior lighting is very specially thought out. The roof is panelled in the centre and covered with cloth at the sides. The lights are arranged over the passengers' heads, and there are none over the gangway that would take away the headroom. The contour of wings, like those of a motor car, complete the effect of a fast luxurious limousine. On the third "Invader" chassis is a single-decker 20-seater bus by Messrs. Willowbrook. The new Commer "Avenger" model is shown as a polished chassis and with a De Luxe coach body built by John Beadle, Ltd., Dartford. Though capable of carrying 32 passengers, this is a 26-seater, so that again there is ample room for luxury accommodation. The backs of the chairs are fitted with a rug rail which on being pulled, draws out a small table for refreshments, or reading. Inside the roof, running from end to end of the vehicle, is a special luggage trough of a new design which will hold the largest suitcases, but being out of the way, does not interfere with the headroom. The sixth exhibit is a G6, the new Commer 6/7 ton chassis which is of most interesting design. The simple expedient of moving the front axle to a position aft of the engine overcomes all the objections to the forward driver position, so that the new Commer complies with the regulations as to back axle loading, and sustains pay loads of up to 7 tons.



THE COMMER N.F.6 32-SEATER CHASSIS.

W. & G. du Cros, Ltd., Acton, London, W.3. Stand No. 135. The exhibits will consist of (1) a 40 h.p. six cylinder all-weather coach with dome back and fitted with "Walman" patent hood fitting. Price complete, £1,565. (2) A 27 h.p. six cylinder ambulance built to the order of the Harrogate Infirmary. (3) A similar chassis shown as chassis only. Price £680. (4) A 23 h.p. four cylinder low loading municipal vehicle. (5) A smaller vehicle but of similar horse power and lighter build and (6) a 23 h.p. laundry van.

Crossley Motors, Ltd., Gorton, Manchester. Stand No. 131. An interesting exhibit on the Crossley stand is a body designed and built throughout in the Crossley works. It is a two-decker with the staircase enclosed. Unloaded, the height of the vehicle is about 13 feet only. The upholstery is of moquette. The seating gives ample leg room. The arrangement of the top deck provides for three passengers to sit on each seat, and there is a gangway down each side of the seats. This body is mounted on the Crossley 38/110 h.p. six cylinder chassis, specially designed for double-deck work. A single-deck service vehicle is also exhibited. This is a 32-seater front en-

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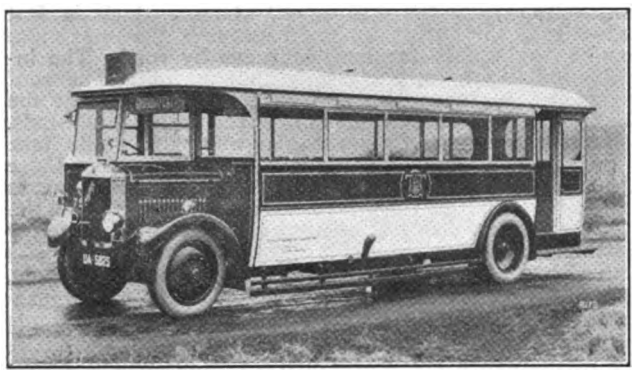
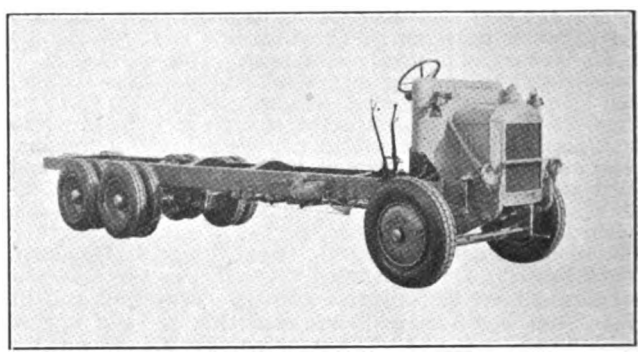
trance omnibus on the Crossley "Eagle" four cylinder chassis. The body is the product of Messrs. C. H. Roe (1923), Ltd., of Leeds, and follows the lines of the bodies this firm have supplied on Crossley chassis to the Leeds and other Corporations. Another interesting exhibit is a long distance luxury all weather coach designed for Wood Bros., of Blackpool. It has a lavatory and cloak room incorporated. The chassis is the Crossley 38/110 h.p. six cylinder model, similar to numbers in service for the Manchester Corporation and other large users. Another exhibit is a 28-seater de luxe "Pullman" saloon, with a body by Duple. The chassis is the 30/70 h.p. Crossley "Eagle" with forward steering. A 38/110 h.p. chassis is exhibited—a six cylinder model, treasury rating 38.4 h.p.; pump lubrication (dry sump principle); magneto ignition; Autovac petrol feed; four speed gear box; single plate clutch; full floating type rear axle with underdriven worm gear and bevel type differential; front wheel brakes



A 30/70 H.P. CROSSLEY "EAGLE" CHASSIS FITTED WITH 30-SEATER BUS BODY BY CHAS. H. ROE (1923), LTD., LEEDS.

100 by 130 m.m. bore and stroke, developing 100 b.h.p.; offset overhead valves operated by rocker arms and overhead camshaft; cylinder head and valve gear may be removed without touching the timing chain; crankshaft carried on 7 bearings; renewable cylinder liners; force-feed lubrication from submerged pump; ignition by high tension magneto; carburetter fed from 40-gallon tank by autovac; water circulated by pump driven in tandem with dynamo and magneto; single dry plate clutch; four forward speeds with central control; single shaft from change speed gate to gear box; whole unit is rubber mounted; propeller shaft in two sections with enclosed all-metal universal joints; centre bearing is rubber mounted; inverted worm-driven rear axle, the pot being on the nearside of the chassis, ratio 5.75 to 1. Steering by cam and roller; detachable steel disc wheels carrying 38 in. by 8¼ in. balloons, single front, twin rear; four-wheel vacuum-servo foot brake; hand brake operates on



THE DENNIS 12-TON RIGID SIX WHEEL CHASSIS.

operated by foot pedal and Dewandre servo attachment; hand brake operates separate set of shoes on rear axle; detachable disc wheels with 38 in. by 7 in. tyres (pneumatic); wheelbase 16 ft. 7½ in.; track 5 ft. 11¼ in.; electric lighting with provision for starter.

Daimler Co., Ltd., Daimler Works, Coventry. Stand No. 73. The exhibit will consist of a new C.F.6. double-deck model chassis. Its outstanding features, as compared with the Daimler C.F.6. chassis is described in our July number, page 536, includes a revised brake layout whereby the emergency brake shoes are housed within the rear hubs in order to comply with Scotland Yard Regulations. The petrol tank is outside the frame and a large Autovac supply tank mounted on the dash. The frame is, of course, of the double-deck pattern.

Davidson (Trafford Park), Ltd., Trafford Park, Manchester. Stand No. 134. Upon a Leyland "Lion" 4-ton chassis will be mounted a 30-seater general service bus in which the firm proposes fixing their patent reversible tilting tramcar seat. Attention is also drawn to the firm's patent sliding roof consisting of five hatches which can be opened independently. There will also be a 28-seater sun saloon coach mounted on a Tilling-Stevens chassis and a 20-seater one-man bus on a Morris commercial "Y" type chassis.

Dennis Bros., Ltd., Guildford. Stand No. 76. This famous firm will, in addition to already well-known models, stage four entirely new ones of which the following are brief particulars:—(1) A six cylinder 20-seater to be known as the "Dart." The engine cast en bloc, 85 by 120 m.m. bore and stroke, developing 30 b.h.p. at 1,000 and up to 60 b.h.p.; overhead valves placed on one side and operated by enclosed push rods; ignition by high tension magneto with variable timing; carburetter fed by mechanical pump from 15 gallon tank; water circulated by pump driven in tandem with dynamo and magneto; four forward speeds with right-hand control; tubular propeller shaft enclosed in torque tube supported by central roller bearing; inverted worm-driven rear axle, ratio 5.6 to 1; front axle designed to take front wheel braking stresses; detachable steel disc wheels, 33 in. by 5 in. straight-sided pneumatic tyres, single front and twin rear; 4-wheel vacuum-Servo foot brake; hand brake on rear wheels only; wheelbase 13 ft. 2¾ in.; wheel track, front 5 ft. 2 in., rear 5 ft. 0⅜ in.; frame height 21½ in. Equipment includes 12-volt dynamo lighting set with battery, head, side and tail lamps, illuminated panel with clock, speedometer, oil gauge, ammeter and switch box; self-starter, electric horn, lifting jack, tool kit. Chassis price, £625. (2) A six cylinder 32-seater to be known as the "Arrow." The engine cast en bloc, rear wheels only; wheelbase 16 ft. 6 in., wheel track, front 6 ft. 3⅜ in.; wheel track, rear 5 ft. 10½ in., frame height 24 in. Chassis price, £1,100. (3) A six cylinder 45/100 h.p. 12-ton, 6-wheel rigid frame chassis. The engine, cast en bloc; bore and stroke 110 by 140 m.m.; detachable heads, one per pair; high tension magneto driven in tandem with the water pump; variable ignition; carburetter fed by autovac; four forward speeds, operated by a single rod from gate to box; large diameter propeller shaft with metal universal joints at each end; twin pot-type rear axles connected by differential in front of the forward axle, each fitted with oil filler and dip-stick; all wheels run on taper roller bearings; cam and lever steering; forward control; foot brake to all 6 wheels assisted by dual vacuum-servos; hand brake to four rear wheels; wheel track (front) 6 ft. 5⅜ in. (rear) 5 ft. 8¾ in.; frame height 3 ft. 2 in.; straight sided tyres 40 in. by 8 in. single front and twin rear. Equipment includes spare wheel and tyre, 12-volt lighting set with dynamo battery, tail, 2 side and 2 head lamps, self-starter, horn, driver's mirror, jack and tool kit. Price £1,425. (4) A 2-ton chassis with a four cylinder 42 b.h.p. monobloc engine with overhead valves, 85 by 120 m.m. bore and stroke. All valves are placed on one side and operated by enclosed push rods. Simms S.F.4. magneto. External cone-type clutch faced with fabric and adjustable; four forward speeds; dip-stick in gear box; spherically headed torque tube of large diameter transmitting the driving thrust and brake re-action and supporting propeller shaft in a roller bearing; Dennis worm-driven rear axle; detachable steel disc wheels with straight-sided pneumatic tyres 32 in. by 6 in. single front, twin rear (7 tyres); servo-assisted foot brakes; wheelbase 12 ft., track 5 ft. 1⅜ in., frame height 2 ft. 3⅜ in. Equipment includes speedometer and mileage indicator, Lucas dynamo lighting set with 2 head, 2 side and tail lamps, electric horn, driver's mirror, lifting jack, tool kit. Price £420. The other Dennis exhibits will be (a) 30 cwt. chassis. (b) A new GL-type low-load-line bus with vacuum-servo four-wheel brakes. (c) An "EV" type 32-seater bus and (d) a 350/450 gallon low-load-line fire engine.

Dodge Bros. (Britain), Ltd., Park Royal Road, North Acton, London, N.W.10. Stand No. 68. The Dodge range of vehicles exhibited will include 15 and 25 cwt. express vans; a 30 cwt. chassis; a 2-ton, 150 in. wheelbase, lorry; 20 and 26-seater de luxe Parlour coaches on the L.E.R. and H.E.X type chassis and a 3-ton R.E.X. type chassis. The 15 cwt. chassis is fitted with a 21.03 h.p.

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four cylinder engine, 3⅛ in. bore and 4½ in. stroke. The rear axle is semi-floating with spiral bevel drive. There are a single plate clutch and three-speed gear box, four wheel foot brakes and propeller shaft hand brake. The chassis details of the 25 and 30 cwt. 2-ton and 3-ton models are very similar to those of the 15 cwt. except that the 25 cwt., 2-ton and 3-ton models each has a 27.34 six cylinder engine, whilst the 30 cwt. model has a four cylinder engine of 21.03 h.p. or, alternatively a six cylinder engine of 27.34 h.p. The 30 cwt., 2-ton and 3-ton models also have four-speed gear boxes. The 15 cwt. model has Wood artillery wheels, the 25 cwt. model metal spoke wheels, the 30 cwt. model and the 2-ton model steel spoke wheels and the 3-ton model metal disc wheels. With regard to the six cylinder engine it has a seven bearing crankshaft, pressure lubrication, aluminium alloy pistons with steel struts, pump water circulation, radiator shutters, and all parts are easily accessible.

Christopher Dodson, Ltd., Cobbold Road, Willesden, London, N.W.10. Stand No. 33. This firm's products will be represented by (1) a double-deck covered top bus body to seat 52 passengers, mounted on a Leyland "Titan" chassis. It has 9 drop windows in the upper deck and 6 in the lower compartment and plate glass louvres fitted above the main side glasses in the lower compartment. Semi-bucket seats with flexible spring backs trimmed in leather. (2) A single-deck 32-seater bus body mounted on a Tilling-Stevens "Express" chassis. It has two entrances on the near side and 8 drop windows. The seats are similar to those on the double-deck model. (3) A parlour coach body for 20 passengers mounted on a Dennis "F" type chassis, this also has two entrances and arm-chair seats are provided. Luggage is carried at the forward end of the roof. Luggage lockers are also provided along the seats below the floor line. The interior decorations and fittings are handsome and comfortable and ventilation is well carried out. In addition to the above three chassis, on the Sunbeam stand are exhibited with Christopher Dodson bodies, one bus being a 67-passenger double-decker with totally enclosed staircase.

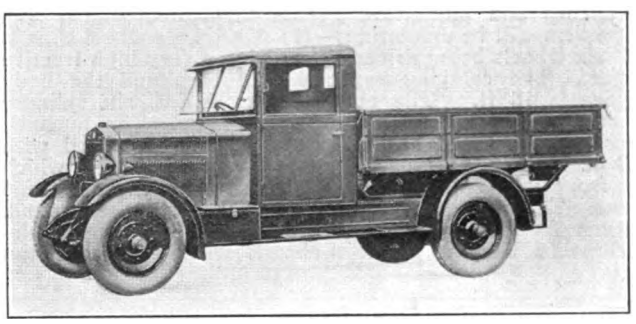
Duple Bodies & Motors, Ltd., Edgware Road, The Hyde, Hendon, London, N.W.9. Stand No. 102. A 28-seater parlour coach with buttress patented type body mounted on an A.E.C. Regal forward steering W.B. chassis. The body is specially designed to minimise dents and scratches to rear wings and rear and side panels. There are two doors on the near side and a driver's door on the off side. All windows are of the drop type. There are luggage lockers in the sides of the body and the roof is the Cleristory type incorporating the Barwatt patent mechanical one-man operated head. The seats are the firm's patent lateral sliding type, designed that when occupied they slide towards the gangways, thus giving more seating room, automatically returning to the original position when vacated. All seats are fitted with arm and foot rests and have glass topped walnut tables on the back. The interior furnishing is very complete, including flush electric lamps, clock, mirrors, etc. (2) A 28-seater parlour coach of the buttress type, mounted on a Maudslay M.L.6. forward drive six cylinder chassis. The body is built up on a false floor, giving deep and wide luggage compartments in the sides of the body and under the floor. The seats are as above described. (3) A 26-seater pullman saloon body mounted on a Gilford normal steering chassis. The seats are special De Luxe with arm rests. There are luggage lockers on each side of the body and a luggage rail is fitted to the roof. All windows are of the drop type. (4) A 17-seater De Luxe pullman body with Cleristory roof mounted on a Star V.B.4. normal drive chassis, The seats are of the De Luxe armchair type.

R. A. Dyson & Co., Ltd., 76-80 Grafton Street, Liverpool, S. Stand No. 113. The following represent brief details of the exhibits. (1) One special heavy-duty trailer capable of transporting 110 ton loads. This trailer will be a feature of the show, it is fitted with 32 wheels and solid rubber tyres. (2) One 4-ton four wheel pneumatic tyred trailer being one of the most popular models It is fitted with a flat platform body, the axles are mounted on Timken roller bearings and eight-stud fitting hubs with detachable disc wheels on 32 in. by 6 in. pneumatic tyres, fitted up with spare wheel carrier, and spare wheel complete with cover and tube. Domed mudguards are also fitted. (3) One trailer horse box, designed to carry two horses. It is fitted with ball bearing axle and detachable disc wheels with pneumatic tyres.

Eccles Motor Caravans, Ltd., Hazelwell Lane, Pershore Road, Stirchley, Birmingham. Stand No. 133. This year the feature of the exhibit will be horse boxes both as complete motor units and as trailers. The exhibits will be as follows:—(1) A trailer designed to carry one horse and easily hauled by an 18-20 h.p. car. This box is designed mainly for hunting people. (2) A semi-trailer articulated six-wheeler horse-box which by a turn-table arrangement can be super-imposed on any 25-30 cwt. chassis, such as the Bean. (3) A horse-box mounted on a Reo speed chassis built to the order of Mr. A. P. Hammond, Rutland Garage & Stables, Newmarket. This vehicle is to carry two horses. There will also be a trailer box body for carrying hounds and a light goods carrying trailer.

English Electric Co., Ltd., Queen's House, Kingsway, London, W.C.2. Stand No. 60. This firm will exhibit a three axle double-deck trolley bus to seat 56 passengers.

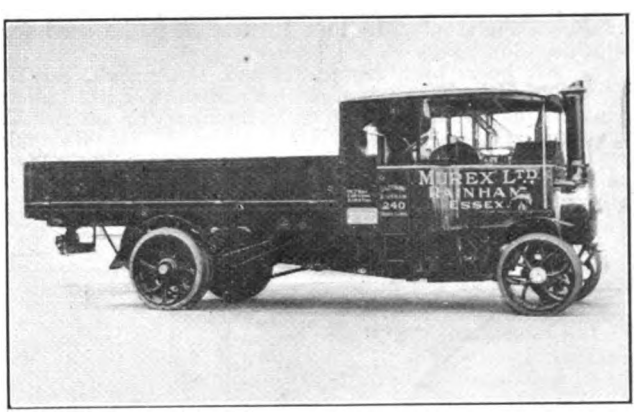
Fiat (England), Ltd., 43-44 Albemarle Street, London, W.1. Stand No. 48. Two new commercial chassis pro-



A FIAT 35-CWT. TRUCK.

duced by this firm are to be exhibited for the first time. Both these chassis are fitted with an 18/55 h.p. six cylinder engine, four speed gear box, front wheel brakes and worm axle. The one chassis is a 35 cwt. goods model costing £325, and the other is a 14/17-seater bus chassis costing £360. The engine has a seven bearing crankshaft with vibration damper at front end. The radiator is the demountable sectional type. The clutch is a multiple disc type with asbestos linings. The gear box is en bloc with the engine. The rear axle is worm driven with torque and thrust taken up by springs. Coil and battery ignition is provided and there is a large capacity heavy duty battery, starter, head and side lamps.

Fodens, Ltd., Sandbach, Cheshire. Stand No. 79. This famous firm of steam wagon manufacturers will exhibit (1) A "Speed-Six" model fitted with a standard plat-



THE FODEN 6-TON UNDERTYPE STANDARD WAGON.

form lorry. This wagon will have a patent two-cylinder engine developing 90 b.h.p. and a patent horizontal water tube boiler and pneumatic tyres. The wheelbase is 13 ft. and the load capacity is 6 tons. Further particulars are not yet to hand but it will undoubtedly be a most interesting exhibit. (2) A Foden 6-ton standard platform lorry with a 45 b.h.p. engine 4¼ in. and 7 in. bore and 7 in. stroke. It is built to haul a trailer carrying an additional 4 tons. It is fitted with solid tyres 180 m.m. by 771 m.m. front and 180 m.m. by 850 m.m. twin rear. It is provided with a three-speed gear giving 4, 8 and 12 miles per hour. The gear control mechanism consists of two levers on the foot plate. The drive is

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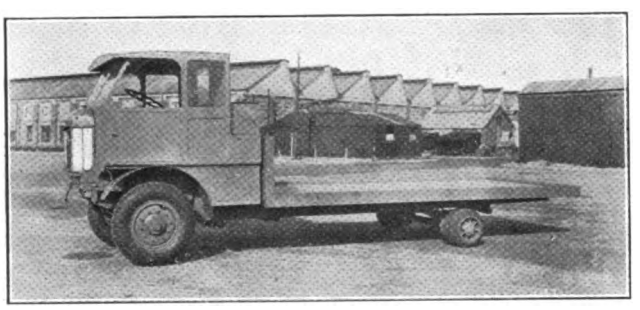
transmitted from the crankshaft to a fixed stud shaft and thence by a strong roller chain to the compensating gear on the main axle. Steering is of the Ackermann type. (3) A similar chassis fitted with a three-way tipping body which is hydraulically operated. (4) A rigid frame six-wheel platform lorry with engine the same as exhibit 2, load capacity 10/12 tons, platform 16 ft. 6 in. long, wheelbase 14 ft. 9 in. The bogie axles are chain driven. Two independent brakes are provided hydraulically operated on all four rear wheels, and a power band brake operates on the forward bogie axle.

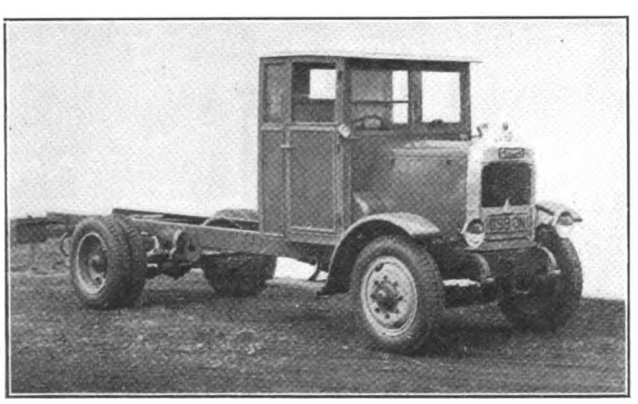
Four Wheel Drive Motors, Ltd., 46 Charing Cross, London, S.W.1. Stand No. 27. Following upon a working arrangement concluded between the Associated Equipment Co., Ltd., and the Four Wheel Drive Lorry Co., the latter has been re-organised and the company will be known as Four Wheel Drive Motors, Ltd. Many standard components and parts of A.E.C. manufacture will be utilised in the construction of four and six wheel drive F.W.D. chassis, and these vehicles and many types of special equipment will be marketed through the A.E.C. branches and authorised agents throughout the world. The firm will be exhibiting:—(1) A rigid six wheel chassis all six wheels being driven thus giving a very high tractive effort. The carrying capacity is 8 tons and the body space is 18 ft. The engine is an A.E.C. six cylinder model developing 92 h.p. at 2,400 r.p.m. The machine has eight forward speeds. Road wheels are fitted with 38 in. by 9 in. pneumatic tyres. (2) A low loader which is front wheel driven and has a carrying capacity of 6 tons. The frame height is only 2 ft. from the ground. Seven forward speeds are provided. The engine develops 56 b.h.p. On this chassis will be mounted an



THE F.W.D. LOW LOADER.

"Eagle" rotary refuse collecting body. (3) A four wheel driven tractor which also steers on all four wheels. It has a tractive effort of 9,060 lb. and an engine developing 70 b.h.p. (4) A 6-ton three-way hydraulic tipper and (5) a half-track special tractor being one of three built for the Royal National Life-Boat Institution to be used for launching life-boats.

Fry Brothers, Ltd., Norman Road, Greenwich, S.E.10. Stand No. 57. There will be exhibited a 1,500 gallon elliptical road vehicle spirit tank, mounted on an A.E.C. "Regent" chassis. The principal features of this tank are as follows:—The centre of gravity is exceedingly low; the wheel arches are embodied in the tank itself; special form of mounting on rubber blocks; all cocks and foot valves are operated at the rear of the tank.



THE NEW GARNER A.J. 50/60-CWT. CHASSIS.

Garner Motors, Ltd., Tyseley, Birmingham. Stand No. 127. The exhibits will consist of the following:—(1) A "Model JO" 60/65 cwt. overtype van with a four cylinder 100 m.m. bore by 140 m.m. stroke engine developing 50 b.h.p. at 1,800 r.p.m., single plate clutch, four-speed gear box, two-piece propeller shaft, overhead worm driven axle, underslung rear springs, full forward driving position with Garner patented accessibility, 34 in. by 7 in. Dunlop Fort reinforced pneumatic tyres, twin rear, spare wheel and tyre, valanced front wings and steps, tyre carrier, speedometer, mechanical tyre pump, 12-volt five lamp lighting set, 25-gallon tank with Autovac feed, 14 ft. 3 in. wheelbase, frame line 2 ft. 3 in. laden, track 5 ft. Fitted with tilt van body, measurements 17 ft. by 7 ft. by 8 ft. high, with additional loading space over the driver's cab. Total capacity 1,006 cubic feet. Price complete, £807. Chassis of 10 ft. 6 in., 11 ft. 3 in. and 12 ft. 5 in. wheelbase, with complete equipment of tools, lighting set, valanced front wings and steps, speedometer, mechanical tyre pump, spare wheel tyre and carrier, £615. Chassis of 14 ft. 3 in. wheelbase with similar equipment, £630. (2) A "Model AJ" 50/60 cwt. chassis with cab and insulated van body, with engine and chassis similar to above but with semi-forward control, 32 in. by 6 in. Dunlop Fort tyres. Fitted with hygienic insulated van body with pay load measurements of 12 ft. by 6 ft. 6 in. by 5 ft. 6 in. high. The body is strongly constructed of sheet steel with a thick layer of insulating material between an inner shell of galvanised steel. Price complete, £695. Chassis of 10 ft. 6 in., 11 ft. 3 in. and 12 ft. 5 in. wheelbase with complete equipment £560. Chassis of 14 ft. 3 in. wheelbase with similar equipment, £575. (3) A "Model AE" 50 cwt. general purpose lorry with a four cylinder 100 m.m. bore by 140 m.m. stroke, developing 48 b.h.p. at 1,800 r.p.m., four-speed gear box, full floating rear axle, worm driven, internal expanding rear wheel brakes, semi-forward driving position, 12 ft. wheelbase, Avon 32 in. by 6 in. giant pneumatic front tyres, 34 in. by 7 in. rear, with spare wheel and tyre. 12-volt three lamp lighting set. Fitted with driver's cab and hinged sided lorry body. Price complete, £676. Chassis only, £565. (4) A "Model RO" 40/45 cwt. overtype box van with a four cylinder 85 m.m. bore by 130 m.m. stroke, engine developing 45 b.h.p. at 2,200 r.p.m. with Ricardo head, full forced feed lubrication, pump cooling, single plate clutch, overhead worm driven axle, underslung rear springs, side by side brakes, full forward driving position with patented accessibility, 33 in. by 5 in. Dunlop Fort tyres, twin rear. Fitted with panelled van body measurements of 14 ft. 4 in. by 6 ft. by 6 ft. 8 in. high, with additional loading space over the driver's cab. Price complete, £595. Chassis of 10 ft., 11 ft. and 12 ft. wheelbase, £475. Chassis of 13 ft. 8 in. wheelbase, £487. (5) A "Model AB" 35/40 cwt. lorry with side trays with a 4 cylinder 80 m.m. by 130 m.m., developing 35 b.h.p. at 2,000 r.p.m., four-speed gear box, two-piece propeller shaft, overhead worm driven axle, internal expanding side by side brakes, underslung rear springs, Avon 32 in. by 6 in. giant pneumatic tyres, with spare wheel, tyre and tyre carrier, 12 ft. wheelbase, three lamp 6-volt lighting set, speedometer, valanced front wings and steps. Price, £468. Standard chassis price, with 10 ft., 11 ft. and 12 ft. wheelbase, £385. With 13 ft. 8 in. wheelbase, £395. (6) A "Model AB" 35/40 cwt. lorry body and oil discharge pump with demountable tank of 250 gallons with 2 compartments. Chassis as above, but with 11 ft. wheelbase, and fitted with 32 in. by 6 in. Avon single pneumatic tyre equipment. Gear box driven power take-off for oil discharge pump. Price complete £529. (7) A "Model WDL6" rigid six wheeled chassis. Engine: as for 4 and 5. Colonial type radiator, single plate clutch, four-speed main gear box, two-speed auxiliary, giving eight forward speeds and two reverse, War Office type bogie, patented articulated front suspension, full forward control engine accessibility air cleaner, oil filter, mechanical tyre pump, front wings, running boards, speedometer, five lamp lighting set, self-starter, bumper bar, 34 in. by 7 in. by 7 ft. 5 in. Dunlop Bus Balloon tyres with spare wheel and tyre, 9 ft. 7½ in. mean wheelbase, 40 in. bogie centres, 11 ft. loading space behind driver. Price of chassis, as shown, £850. Price of commercial chassis, £775.

Richard Garrett & Sons, Ltd., Aldwych House, Aldwych, London, W.C.2. Stand No. 125. The exhibits will consist chiefly of the firm's well-known rigid six wheel undertype steam wagons introduced upwards of three years ago. The exhibits will be as follows:—(1) A six wheel undertype steam wagon fitted with water tube boiler, poppet valve engine, forward steering, two-speed gear, accelerator control and patent pivoted rear axle with double chain drive. There are three sets of independent brakes, namely, the hand brake on the forward driving wheels, the foot brake on the rear driving wheels and an additional steam brake to all four driving wheels.

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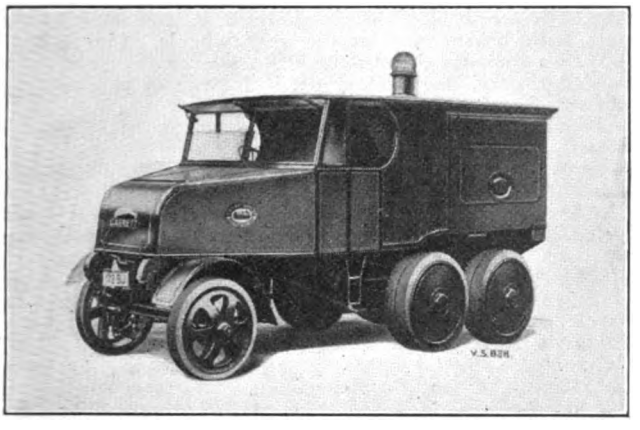
This wagon has been sold to the Marley Tile Co., Ltd., Harrietsham, Kent, being the seventh supplied to this firm. (2) A similar chassis fitted with a flat platform body 19 ft. 1 in. long by 6 ft. 10 in. wide, built to the order of Emanuel Smith & Sons, Ham Wharf, Brentford. (3) A similar but shortened chassis fitted with a three-way tipping body built to the order of Messrs. L. Terry & Co., Offham, West Malling, Kent. (4) A four wheel undertype steam wagon fitted with forward



THE NEW GARRETT "SUFFOLK PUNCH" RIGID SIX WHEEL STEAM TRACTOR.

driving position for the driver, similar to the six wheel models. Double chain drive to rear wheels, built for Messrs. H. E. Blunt & Sons, Sholden, Deal. (5) A "Suffolk Punch" rigid six wheel steam tractor, as illustrated, capable of hauling a load of 40 tons.

General Motors, Ltd., (Chevrolet Motors), Edgware Road, The Hyde, London, N.W.9. Stand No. 119. On this stand there will be exhibited the following Chevrolet models:—(1) A 12 cwt. light delivery van, £183. (2) A 30 cwt. end-tipping lorry, £244. (3) A 30 cwt. box van, £250. (4) A 14-seater omnibus, £405. (5) 2-stretcher ambulance, £350. (6) A special "Expando" van on the 30 cwt. chassis, price £875 and (7) a 30 cwt. "Cut" chassis. With regard to the Chevrolet "Expando" van: It is a special van designed for the use of travelling salesmen and has had enthusiastic reception in America. This is the first model to be exhibited in this country. For travelling on the road the body is no wider than the ordinary box van; when parked the two sides are expandable to allow approximately double the space inside for the display of goods and samples. Briefly the "Expando" body consists of four units: the main body, two half bodies and the top assembly. The two half bodies are expanded by means of an electric motor run from the batteries. As they expand so the roof rises to allow extra headroom inside the vehicle. The roof is fitted with frosted glass windows and an electric light. The half bodies are virtually show cases, built ready for the installation of standard fixture interior equipment. They are shoulder high and fitted with display lights. Entrance to the body is by a door at the rear fitted with frosted glass window. A special combined rear step and bumper bar is fitted. The whole installation is practically foolproof; the "Expando" mechanism is controlled by a switch in the driving compartment and an automatic stop trigger stops the motor when the fully-expanded or contracted positions are reached.

General Motors, Ltd. (G.M.C.). Stand No. 126. The following models will be on view:—(1) A G.M.C. type T19B "Pioneer" 35 cwt. chassis with boarded tilt van body, price £420. The capacity of this van is 360 cubic feet. It has Primax panels either side 43½ in. deep and the upper structure is built on ash hoop sticks, covered by tongued and grooved boards in a weather resisting canvas. With regard to the chassis: The engine is an L head six cylinder model developing a maximum of 58 b.h.p. at 3,000 r.p.m. Lubrication is forced feed to main and connecting rod bearings. Ignition is the Delco-Remy six-volt battery type. The starting motor is also a six-volt Delco-Remy. There is a four-speed gear mounted as unit with engine; transmission by two tubular shafts with three universal joints to the spiral bevel rear axle. Four wheel brakes. New chassis, price £325, reduced from £375. On a similar chassis there will be mounted a patent float for carrying three beasts or, as a double-deck body, for sheep, pigs and calves. Another exhibit will be the "Explorer" 20-seater all-weather coach, price £1,030; bodywork by London Lorries, Ltd. The engine is a Buick overhead valve type six cylinder developing 72 b.h.p. at 2,500 r.p.m. The specification for the chassis follows closely that of the "Pioneer"; the chassis price is £495, reduced from £545. A third exhibit will be the "Crusader" with a 24-seater saloon bus body by Duple Motors, price £1,075. This also has a 72 b.h.p. engine at 2,500 r.p.m. It has a 14 ft. 7 in. wheelbase, the chassis price is £575, reduced from £625. The fourth exhibit, the "Developer," is a 26-passenger saloon bus, bodywork by Duple Bodies. Price £1,265. This chassis has a 16 ft. 8 in. wheelbase. It has a Buick overhead valve type six cylinder engine developing 89 b.h.p. at 2,500 r.p.m., Bendix type brakes on all four wheels, a four-speed gear box and worm gear full-floating type rear axle. Chassis price £725, reduced from £825.

Gilford Motor Co., Ltd., 465 and 471a Holloway Road, London, N.7. Stand No. 128. The following vehicles will be staged:—(1) Chassis 168 S.D. low load line type with six cylinder engine, 3⅛ in. bore, 5 in. stroke developing 105 h.p. Forced feed lubrication, magneto ignition, multiple dry disc clutch, four-speed gear box, semi-elliptic spring suspension with "Silentbloc" bushes. Front supported by "Gruss" air springs. Rear fitted with Luvax rebound absorbers. Fully floating underslung worm rear axle. Four wheel brakes. Central lubricating system. Wheels, detachable ten-stud pressed steel, fitted with 36 in. by 7 in. tyres single front, twin rear. Wheelbase 16 ft. 8 in. Price, complete with detachable bumper, electric lighting and starting, tyre pumps, speedometer and clock, etc., £875. (2) A six cylinder G.P.6. low load line 20-seater chassis, engine developing 31.5 h.p. Treasury rating. Details similar to above but with 36 in. by 6 in. tyres, 13 ft. 3 in. wheelbase. Chassis price, £595. (3) A 168 O.T. type chassis with engine as in No. 1 exhibit. Central change speed control brought forward into driver's compartment completely insulated from frame. Accessibility to engine by removable pressed steel plates. This chassis will be fitted with a 33-seater Gilford "Northumbria" all-weather coach with "Plein Azur" flexible sliding roof. Chassis price, £895; body, £650. (4) A Beadle special double-deck service bus, on chassis similar to No. 3 exhibit, but with modifications to accommodate a double-deck bus body. Chassis price, £925; body, £795. (5) A Wycombe 26-seater de-luxe-pullman saloon coach on 168 O.T. type chassis. Chassis price, £895; body, £795. There will also be one six cylinder type 168 O.T. chassis engine and a 168 O.T. differential.

Glover, Webb & Liversidge, Ltd., 561 Old Kent Road, London, S.E.1. Stand No. 54. There will be three exhibits:—(1) A box van suitable for furniture carrying, the dimensions being 13 ft. long by 6 ft. 4 in. wide by 6 ft. 11 in. high inside dimensions. Mounted on a 2½-ton Gilford chassis with pneumatic tyres. (2) An open body mounted on a similar chassis. (3) A box van on a 30 cwt. Reo speed wagon.

Grose, Ltd., Marefair, Northampton. Stand No. 110. There will be exhibited:—(1) A "Grose" 54-seater double-deck covered type omnibus mounted on a six cylinder Guy F.C.X. six wheel chassis. (2) A 20-seater De Luxe type saloon bus with semi-bucket type seats mounted on a 26.3 h.p. six cylinder "G.M.C." T.30 chassis and (3) a 20-seater parlour coach with De Luxe type armchair seats mounted on a six cylinder Star "Flyer" chassis.

Guy Motors, Ltd., Fallings Park, Wolverhampton. Stand No. 49. The following will be the exhibits:—(1) A 48-seater four wheel double-deck bus on a forward control chassis, with six cylinder engine, 4¼ in. bore by 5½ in. stroke, 58/105 h.p. Chassis weight, 3 tons 15 cwt.; tyres 34 in. by 7 in.; four wheel brakes, heavy duty lighting set, self-starter, covered top body. (2) A 32-seater single-deck bus on forward control chassis, six cylinder engine, 4 in. bore by 5½ in. stroke, developing 50/85 h.p. (3) A 32-seater de luxe coach on a similar chassis to exhibit No. 2. (4) A 20-seater coach mounted on a long wheelbase chassis with four cylinder engine, 90 m.m. bore by 130 m.m. stroke. Four wheel brakes, servo assisted, 12-volt lighting and starting set, speedometer, etc. (5) A 30 cwt. chassis with engine similar to No. 4 exhibit. (6) A 2-ton flat platform lorry with engine similar to 4 and 5 exhibits. (7) A Six wheeled trackless trolley bus chassis and (8) a six cylinder engine and gear box unit. The following improvements are incorporated in the Guy chassis:—(a) An improved radiator to passenger models. (b) The steering box of all forward control models has been set back, to reduce excessive protrusion of the drop

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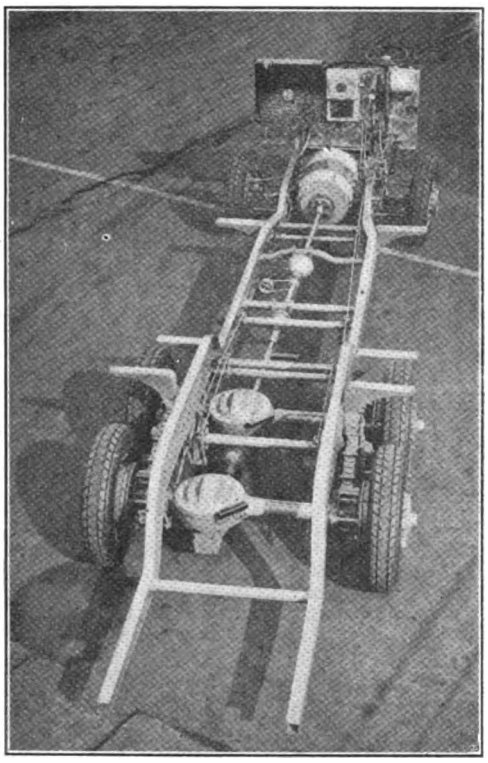
arm when on full lock. (c) The dumb irons and steering box have been covered with aluminium sheeting. (d) There are petrol gauges to all petrol tanks on the passenger chassis. (e) On the drop frame passenger models, the sweep at the end of the frame has been lowered. (f) The six cylinder engine cylinder heads have been improved and greater power obtained. (g) Chassis lubrication has been improved. (h) On all chassis from 3 tons to 26 seating capacity, the engine, clutch and gear box, are mounted



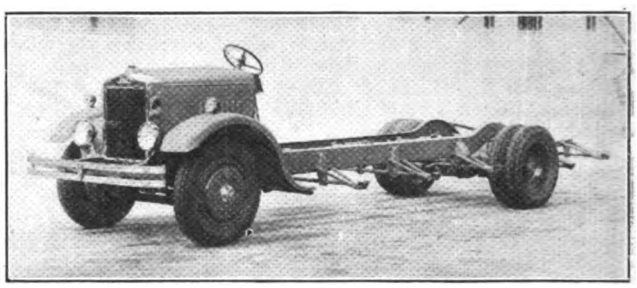
THE GUY SIX WHEEL PASSENGER CHASSIS.

on the Guy patented flexible platform. (i) On the six cylinder models additional central bearings are fitted to the gear box to carry the main shaft and lay shaft. There are three new models appearing at Olympia, namely:—A 6-ton four wheeler on the Bromilow and Edward's stand, the 2-ton model mentioned above and the "Invincible" chassis, a four wheel double-decker.

Halley Motors, Limited, Yoker, Glasgow. Stand No. 117. Five vehicles consisting of 2 passenger models and 3 goods models are exhibited as follows:—(1) A show finished "Conqueror" chassis incorporating the four cylinder Halley engine introduced a year ago at the last Scottish Motor Show. Rated at 30.6 R.A.C. rating, 85 b.h.p., is developed at 2,600 r.p.m. Ricardo combustion chambers, masked inlet valves, and dual inlet manifold are embodied, and all auxiliaries are mounted on the near side, the engine being entirely clear on the off side for forward control chassis. The crankcase sump is jointed in one plane only. An extension of the crankcase carries a four-speed gear box, and the change speed control is mounted on the off side. The cardan shaft is of Hardy Spicer type supported centrally by a ball bearing carried in a steel bracket attached to a tubular cross member of the frame. Four wheel brakes, operated by Dewandre Servo, are standard. The hand brake operates on shoes placed alongside the foot brake shoes in the rear axle which is of the inverted underslung worm type. Alternative tyre equipments are available, the actual tyres fitted in this instance being 36 in. by 7 in. Dunlop giant pneumatic single front, twin rear. Central chassis lubrication is fitted, the "ALCYL" system being adopted. (2) The other passenger model consists of a front entrance 30-seated double purpose bus or coach mounted on the "Conqueror" chassis. This vehicle is equipped with 38 in. by 8¼ in. Dunlop balloon tyres. The bodywork is by F. D. Cowieson & Coy., of Glasgow. (3) The heaviest goods model shown is the 5-ton forward control model "E.F.2" fitted with flat platform lorry body and cab. The wheelbase of this machine is 11 ft., giving a platform space of 14 ft. 6 in. with a turning circle of 40 ft. 3 in. The engine employed in this chassis is the 30/85 horse power four cylinder engine, similar to that in the "Conqueror" chassis. (4) A special municipal refuse collection vehicle, fitted with a Bromilow and Edwards hydraulic end tip dustless refuse collection body, having a load capacity of 2½ tons or 7 cubic yards, mounted on model "W.21" chassis, which is a semi-forward control type. The engine fitted is of 22.5 R.A.C. rating with four cylinders 3¾ in. bore by 5 in. stroke. A four-speed gear box, mounted in unit with the engine and clutch and worm driven back axle completes the transmission layout; both brakes are on the rear wheels. (5) A 26/40 h.p. four cylinder 3-ton vehicle on pneumatic tyres, fitted with a roomy, deep sided, tilt van body to the order of Messrs. Scott, Preserve Makers, Ltd.

Thos. Harrington, Ltd., 89 Church Street, Brighton. Stand No. 65. The following examples of coach and body work will be shown:—(1) A Southern Railway drop sided tailboard lorry mounted on a Karrier SK5 chassis. (2) A special Harrington 26-seater Pullman saloon coach, with seats of the pullman saloon type with arm rests, luggage accommodation, etc., the whole mounted on a Halley "Chieftain" chassis. (3) A Harrington 22-seater Pullman coach fitted with Walman sliding head, the whole mounted on an A.E.C. "Regal" chassis.

Harris and Hasell (1929), Ltd., St. George's Road, Bristol, and 79-89 Pentonville Road, London, N.1. Stand No. 120. The exhibit will consist of the firm's two newly produced chassis, namely, the B.A.T. "Cruiser" 20-seater or 2-ton chassis and the B.A.T. "Super Pullman" chassis. The B.A.T. "Cruiser" 20-seater or 2-ton chassis was fully

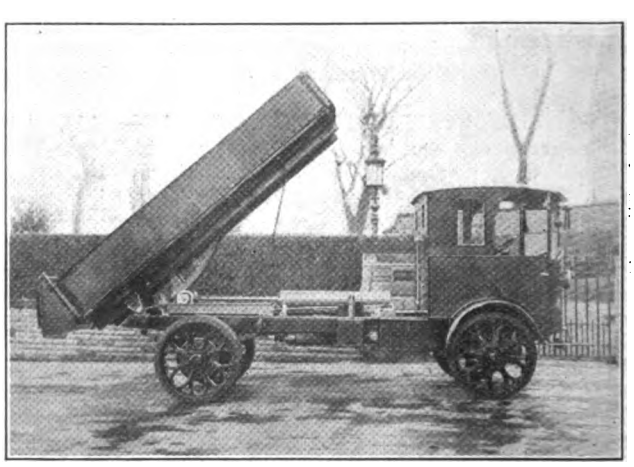


THE B.A.T. CRUISER CHASSIS.

described and illustrated in the WORLD'S CARRIERS October number, page 51. Both will be exhibited as bare chassis, and also complete vehicles as follows:—A 20-seater long distance luxury coach, a 20-seater De Luxe service bus and a solid top tilt van all mounted on the B.A.T. "Cruiser" chassis.

Hudson Essex Motors, Ltd., Great West Road, London, W.4. Stand No. 82. The exhibit will consist of the Dover Commercial Super-Six chassis at £185, mounted with a panel van, price complete £260, and on another chassis the screen side express at £250. The six cylinder engine of this chassis develops 55 b.h.p. Power is transmitted through a disc clutch to a three-speed gear box and from thence to the spiral bevel back axle through a tubular propeller shaft.

Hydraulic Hoist Co., Ltd., 182, Lord Street, South-



AN ALBION CHASSIS FITTED WITH THE "WOOD" HYDRAULIC HOIST TIPPING GEAR AND MILD STEEL BODY.

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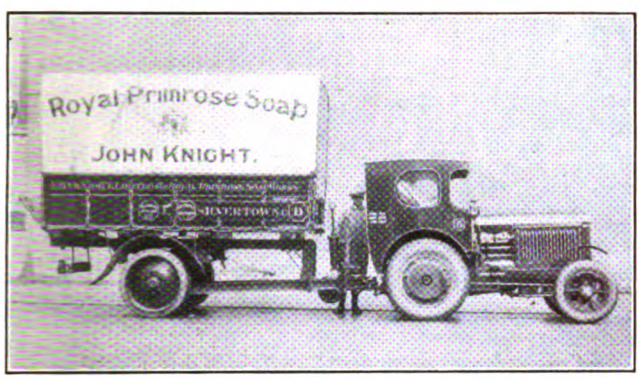
port. Stand No. 5. There are to be exhibited the F5A "Wood" hydraulic tipping gear and a mild steel body mounted on an Albion 35/55 h.p. 5-ton overtype chassis. The gear is on three vital moving parts all operating in oil. A steel cylinder containing the ram also acts as an oil reservoir. On the exterior end of the ram is a cross head and arm with two sets of rollers, two of which run on a rolled steel joist track frame, mounted on the chassis. The other pair of rollers bear up against wedge shaped arms or cams mounted on the underside of the body. The tipping action is obtained by the thrust of the ram on the crossarm and in turn on the roller, thus forming a rolling wedge between the cams and the tracks. Other exhibits will include gear parts dismantled and in section, also power take-offs for various chassis.

International Harvester Company of Great Britain, Limited, 259 City Road Road, London, E.C.1. Stand No. 112. (1) A 43.2 h.p. four cylinder model SL-34 low

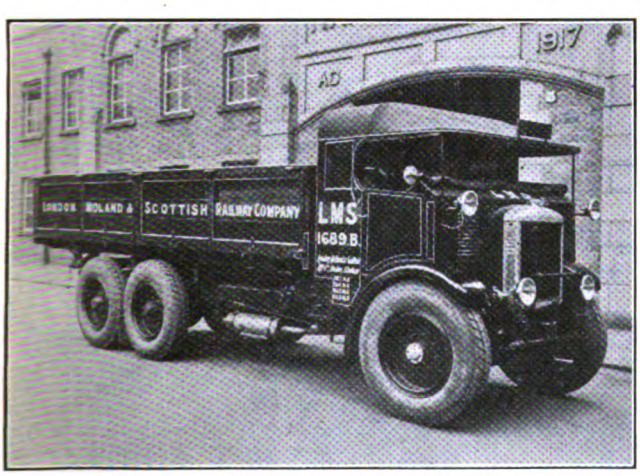


THE INTERNATIONAL HARVESTER 10-TON HAULAGE TRACTOR.

loading 20-seater all-weather saloon coach. (2) A 50 h.p. six cylinder model SF-46 chassis. (3) A 43.2 h.p. four cylinder model S-24, 2-ton tipper. (4) A 28.9 h.p. four cylinder model "20" industrial 10 ton tractor. (5) A 28.9 h.p. four cylinder model "20" industrial tractor with buffer equipment, for general road haulage 12 tons, and manipulating of rail wagons on sidings, etc., to a gross tonnage of 150 tons.

Jowett Cars, Ltd., Bradford Road, Idle, Bradford. Stand No. 114. On the 7 h.p. two cylinder Jowett chassis will be mounted various bodies as follows:—(1) A van on the long wheelbase model; (2) on a similar model a box body; (3) on a similar model a lorry with fabric cover and (4) on a similar model a fabric covered saloon.

Karrier Motors, Ltd., Karrier Works, Huddersfield.



AN EXAMPLE OF THE KARRIER "KWF6" LARGE CAPACITY SIX WHEELER.

Stand No. 77. This firm will exhibit three examples of their passenger carrying range and four goods models, which will give the visitor some little idea of the comprehensiveness of the firm's next year's programme, which will include six passenger models with seating capacities of from 20 to 68 and 12 goods models for loads of from 2 to 12 tons. Dealing first with the goods vehicles to be exhibited they are as follows:—(1) A 2-ton flat lorry "CY2" to the order of J. Gilroy & Sons, Ltd., South Shields. It is a standard production incorporating a 26/40 h.p. engine and is mounted on 34 in. by 7 in. pneumatic tyres. (2) A 2½-ton chassis "CYR" which is a comparatively new model. It has a 9 ft. wheelbase, low loading platform and appeals to municipal authorities. It is mounted on 26 in. by 5 in. solid tyres and has a turning circle of 30 ft. (3) A 9-ton flat lorry "KWF6," which is an example of the firm's largest goods carrying six wheeler. It has been built to the order of Jacks Motors, Ltd., of Blackburn. The engine develops up to 80 h.p. The brakes are servo assisted and the chassis is equipped with 42 in. by 9 in. pneumatic tyres. The machine is equipped with a special wheel-lifting device. (4) A 10-ton tractor and trailer built to the order of the L.M. & S. Railway Company. This is an entirely new goods model comprising a four wheel tractor with an automatically coupling six wheel trailer. It incorporates a medium powered engine, 31/47 h.p., and an eight-speed gear box. The turning circle is only 20 ft. With regard to passenger vehicles there will be:—(1) A 32-seater single-deck bus ("Chaser 4"), built to the order of the Halifax Corporation. This is a new chassis built for speed, safety and comfort. The engine is a four cylinder model of 51/66 h.p. Brakes are servo assisted and the tyres are 36 in. by 6 in pneumatics. A six cylinder engine of 63/93 h.p. can be fitted to this model as alternative. (2) A 60-seater double-deck electric trolley bus being a repeat order from the Doncaster Corporation. (3) A 68-seater double-deck bus chassis known as the "Consort." This is the firm's largest six wheel passenger chassis, the six cylinder single sleeve valve engine of which develops high power without noise or vibration. The chassis is servo braked and its tyres are 36 in. by 8 in. Speaking generally of Karrier models the firm announce that not only will they have a greater variety of models but the products will be of higher quality, many detail improvements having been incorporated and at the same time there has been a reduction in prices. Engine efficiency has been increased with a resultant improvement in petrol and oil consumption in addition to gain in horse power. In certain models the "Cone-cum-plate" type clutch has been embodied giving smooth pick-up and easy gear changing. With the exception of the "CYR" low loader, which is mounted on solid tyres only, all goods carrying models can be mounted on either solid or pneumatic tyres. All pneumatic tyred vehicles include each an electric lighting set as part of its standard equipment. The firm's new range of goods vehicles will include four additions, namely—A medium capacity six wheeler (M6) designed to carry 5-ton loads over roads or 3-ton loads across country. This vehicle is more sturdily constructed than the WO/6 and is fitted with a more powerful engine. The second model is a forward drive 5-ton four wheel "GH5." Third model a 9-ton rigid frame six wheel "KWF6" and a fourth is a tractor chassis "TT" for hauling specially designed 6, 10 or 12-ton Karrier trailers. The last two, as stated above, are to be exhibited.

F. Kenning & Sons, Clay Cross, Derbyshire. Stand No. 36. A farm and estate lorry mounted on Morris commercial 35/40 cwt. chassis, 11 in. wheelbase. Interior dimensions: 9 ft. by 5 ft. 6 in. by 5 ft. high, fitted with fixed lower sides and front boards, to which are mounted detachable slatted frames. A removable tilt framed up with ash bends and covered in waterproof Dutch cloth is then fitted. Roll-up curtain being supplied all round between the tilt and fixed lower sides. The tailboard is designed to form a loading ramp being doubly hinged to give a better angle when in position for loading. Two ramp supports are supplied, carried under the body when not in use, and a hand operated end tipping lorry also on a Morris commercial 30 cwt. chassis, and a Karrier "GH.5" 4-ton heavy duty lorry.

W. H. Knibbs & Son, Limited, Tipping Street, Ardwick, Manchester. Stand No. 95. The exhibit will consist of a 32-seater service bus, mounted on a Crossley "Eagle" forward drive chassis. The body is of the dome back pattern, constructed on the "Knibson" system, a feature of which is the utilisation of armoured plywood for the pillars and for the principal members of the framework. The pillars are flexibly connected to the cross bearers, which are also of armoured wood, and practically all joints throughout the structure are bolted. "Duralumin" is largely used for the brackets, stiffening plates, etc., as weight reduction has been very carefully studied.

Laffly (England) Co., Ltd., 20-26 Lonsdale Road, London, N.W.6. Stand No. 25. The exhibit will be as follows:—(1) A special passenger chassis with six cylinder engine, 90 m.m. bore by 130 m.m. stroke, chassis weight

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½3 cwt., wheelbase 16 ft. 5 in., disc wheels with pneumatic tyres 36 in. by 6 in., a spare wheel, but without tyre, and spiral bevel rear axle. (2) A similar chassis to above but with a 12 ft. 9½ in. wheelbase. (3) A 5-ton commercial chassis with engine similar to above, a 14 ft. 9 in. wheelbase, disc wheels with 38 in. by 7 in. single tyres front and 970 by 160 twin rear. Spiral bevel rear axle, servo brakes to all wheels. (4) A motor road sweeper. (5) A road washing and watering machine, 725 gallons capacity and (6) A 26-seater chassis with engine similar to exhibits 1, 2 and 3.

Latil Industrial Vehicles, Ltd., Stevenage Road, Fulham, London, S.W.6. Stand No. 129. The exhibit will be exceptionally comprehensive, there being no fewer than nine models staged:—(1) A 30/35 cwt. "B" type low loading chassis having a four cylinder monobloc engine 85 m.m. bore by 130 m.m. stroke; governed; lubrication by pump; Solex carburetter, gravity fed; magneto ignition; single disc clutch; four-speed gear box; disc wheels 955 m.m. by 155 m.m. with pneumatic tyres, weight of chassis 28 cwt. Price £350. (2) A 2-2½-ton "K.B.2." type lorry with a four cylinder monobloc engine 90 m.m. bore by 130 m.m stroke. Other particulars the same as for exhibit (1) but with tyres 36 in. by 6 in. front and 38 in. by 7 in. rear. Weight of chassis 34 cwt. Price, complete with electric light and starter, £620. Chassis only with tyres, £495. (3) A 5-ton "N.P.5.L.L." low loading, front wheel drive, platform lorry body. This is fitted with a four cylinder engine 105 m.m. by 140 m.m. stroke. It is similar to the foregoing but has Autovac feed. The chassis has a four speed gear box. The footbrake

THE LATIL 50-CWT. CHASSIS.

operates in a drum on the transmission to the front wheels and the hand brake in drums on the rear wheels. It has detachable disc wheels 34 in. by 7 in. front and 24 in. by 5 in. twin solid rear. Fitted with a driving cab and platform lorry the price is £830; chassis only, with tyres, £695. (4) A 5-ton "B.2.T." type road tractor and trailer with automatic instantaneous coupling and automatic braking. The engine is similar to that of exhibit (1). There are a four-speed gear box, worm and sector steering, semi-elliptic springing, disc wheels, 835 m.m. by 135 m.m. pneumatic single front and twin rear tyres, tractor wheelbase 7 ft. 6 in., weight of tractor 1 ton 12 cwt., trailer 1 ton 17½ cwt.; price complete, as shown, £800, or tractor £495, and trailer £165. (5) A 10-ton 'K.T.L." four wheel drive and four wheel steering agricultural and road tractor chassis. Engine similar to that of exhibit (2). There are low and high ranges of three gear speeds giving six speeds forward and two reverse. The foot brake operates on a transmission drum, and the hand brake on drums on all four wheels. There are 36 in. by 6 in. pneumatic tyres on disc wheels. (6) A similar chassis but fitted with a body incorporating a driving cab with provision for ballast. Price, with electric lighting and trailer brake, £755. (7) A 6-ton "B.5" type express normal drive lorry with a four cylinder monobloc engine 105 m.m. bore and 160 m.m. stroke. This chassis has disc wheels with 40 in. by 8 in. pneumatic tyres, single front, twin rear. Wheelbase 13 ft. 6 in. Chassis price, £925. (8) A similar chassis but with 16 ft. 10 in. wheelbase, carrying an express delivery van, price £1,380 complete, or £990 chassis only. (9) A 30-ton "T.A.R.4." type four wheel drive, four wheel steering tractor with a four cylinder monobloc engine 124 m.m. bore by 160 m.m. stroke; mounted on artillery wheels 1,160 m.m. by 130 m.m. with twin solid tyres all round. Chassis price £1,250.

Leyland Motors, Limited, Leyland, Lancashire. Stand No. 44. Passenger and goods vehicles produced by this famous firm will be represented by the following exhibits:—(1) A four cylinder "Lion" single-deck bus with overhead valve four cylinder engine, 4¼ in. bore by 5½ in. stroke; R.A.C. rating 28.9 b.h.p. at 1,000 r.p.m. 43; cylinders—monobloc with centrifugally-cast liners; ignition—coil or magneto; clutch—single plate Ferodo lined with clutch stop; change speed mechanism—operated by patented single-rod control, from spherically mounted change-speed lever mounted on engine crankcase; gear box—four speeds forward and one reverse; transmission—by tubular propeller shafts and Spicer couplings; rear axle under-slung worm; brakes—four pairs shoes in rear wheels, two pairs in front wheels, foot brake operates through Dewandre Servo to all four wheels and hand brake on rear wheels only; hydraulic shock absorbers fitted on front axle; tyres—38 in. by 8½ in. balloons, single and twin. Chassis weight 2. 18. 2. Wheelbase 16 ft. 7 ins. Front track 6 ft. Rear entrance 26-seater body of the "Comfort" type with emergency door at off-side front; interior moulding finished walnut with interior panels covered with moquette to match the armchair seats. Interior fittings include luggage rails, rug rails, Flambeau lamps and foot rests. (2) A six cylinder "Titan" double deck bus with overhead valve six cylinder engine; 4 in. bore by 5½ in. stroke; R.A.C. rating 38.8; b.h.p. at 1,000 r.p.m. 50; Other particulars as above excepting tyres 36 in. by 8 in. singles on front, 34 in. by 7 in. twins on rear. Chassis weight 3. 0. 0. Wheelbase 16 ft. 6 ins. Front track 6 ft. 6 ins. The "Titan" double-deck body seating 24 on the bottom deck and 24 on the top deck;. mahogany finished mouldings; interior upholstered in moquette and antique hide; 7-step staircase completely enclosed; emergency exit facilities for both decks. (3) A six cylinder "Buffalo" 6-ton chassis (of entirely new design). Overhead valve six cylinder engine; 4 in. bore by 5½ in. stroke; R.A.C. rating 38; b.h.p. at 1,000 r.p.m. 50; cylinders—monobloc with centrifugally-cast liners; ignition—coil or magneto; clutch—single plate Ferodo lined with clutch stop; change speed mechanism change speed lever spherically mounted on the gear box; gear box—four speeds forward and reverse; transmission—by tubular propeller shafts and Spicer couplings including the well-known Leyland spherical thrust; rear axle—double-reduction full-floating type; ratio 7.15 to 1; brakes—four pairs of shoes in rear wheels and two pairs in front wheels, pedal operates through two Dewandre Servos on all four wheels; shock absorbers—fitted to front axle; tyres—40 in. by 8 in. pneumatic tyres single and twin; chassis weight 4. 0. 0. Wheelbase 16 ft. 9 ins. Front track 6 ft. 2¼ ins. (4) A "Hippo" 12-ton rigid six wheeler of entirely new design. Overhead valve six cylinder engine; 4.9/16 in. bore by 5½ in. stroke; R.A.C. rating 49.8 b.h.p. at 1,000 r.p.m. 72.7; cylinders—monobloc with centrifugally-cast liners; ignition—coil or magneto; clutch—single plate Ferodo lined with clutch stop; change-speed mechanism—operated by patented single-rod control, from spherically mounted change-speed lever mounted on engine crankcase; gear box—four speeds forward and one reverse; transmission—by tubular propeller shafts and Spicer couplings; rear suspension—two axle bogie employing single spring suspension, the axles being of the overhead worm type; ratio 9.33 to 1; brakes—four brake shoes in each bogie axle, two pairs in front wheels, foot brake operates via 3 Dewandre Servos to all road wheels, and hand brake with special ratchet gear to the wheels of the bogie only; tyres—40 in. by 8 in. singles on the front and twins on each axle of the bogie. Chassis fitted with special tilt van body 22 ft. by 7 ft. 3 ins. by 6 ft. high. Chassis weight 5. 10. 0. Wheelbase 17 ft. to bogie centres. Front track 6 ft. 2¼ ins.

London Lorries, Ltd., Spring Place, Kentish Town, London, N.W.5. Stand No. 92. The exhibits will consist of (1) A "Euston" 19-seater saloon mounted on an Albion "Viking Six" 36/90 h.p. overtype chassis. This saloon will have a "Plein Azur" mechanically operated flexible sliding roof and staggered pullman seats. (2) A "Northumbria" 26-seater saloon mounted on a Maudslay M.L. 7a six overtype chassis with roof similar to above, De Luxe seats and folding tables. (3) "Solway" 20-seater saloon mounted on a Gilford C.P.6 chassis, roof similar to above and standard seating. (4) An "Oxford" 14-seater saloon on Chevrolet chassis, roof similar to above and standard seating.

Maudslay Motor Co., Ltd., Parkside, Coventry. Stand No. 46. This firm's activities are centred principally upon six cylinder passenger omnibuses and coaches and also on 10-ton rigid six wheeled lorries. The exhibits will comprise:—(1) A six cylinder 50-passenger covered top

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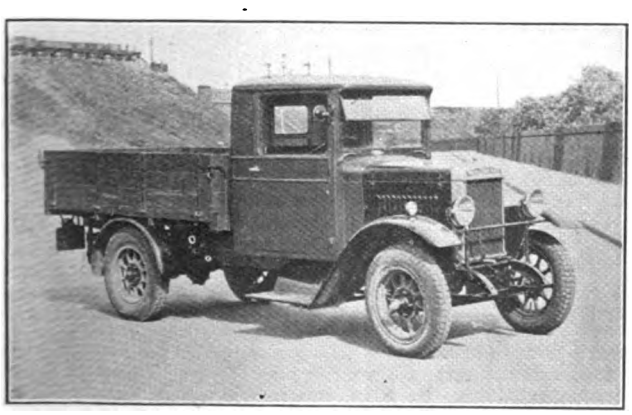
double-deck omnibus (chassis M.L.7. type). Engine: 45-120 h.p. 110 m.m. bore by 130 m.m. stroke; load capacity, 50 passengers; wheelbase, 16 ft. 6 in., track, 5 ft. 9½ in. rear, 6 ft. 2¾ in. front; wheel sizes, front and rear, 20 in.; tyre equipment, giant pneumatics, 36 in. by 8 in. single front, 38 in. by 9 in. twin rear. Unladen weight, 5 tons 10 cwt. 2 qrs. Price complete, as shown, £2,055. Chassis with tyres, £1,205. (2) A six cylinder 33-seater saloon coach with "Plein Azur" sliding roof (chassis M.L.7. type). Engine: As above. Load capacity, 33 passengers; wheelbase, 16 ft. 6 in.; track, 5 ft. 9½ in. rear, 6 ft. 2⅜ in. front; wheel sizes, front and rear, 22 in.; tyre equipment, giant pneumatics, 38 in. by 8.25 in., single front, twin rear. Unladen weight, 5 tons 3 cwt. Price complete, as shown, £1,855. Chassis with tyres, £1,205. (3) A six cylinder 26-seater Sun-Ray omnibus (chassis M.L.7. type). Engine: As above. Load capacity, 26 passengers; wheelbase, 16 ft. 6 in.; track, 5 ft. 9½ in. rear, 6 ft. 2¾ in. front; wheel sizes, front and rear, 22 in.; tyre equipment, giant pneumatics, 38 in. by 8.25 in., single front, twin rear. Unladen weight, 5 tons 2 cwt. Price complete, as shown, £1,855. Chassis with tyres, £1,205. (4) A six cylinder chassis. Engine: 45-120 h.p.; track, 5 ft. 9½ in. rear, 6 ft. 2¾ in. front; wheel sizes, front and rear, 22 in.; tyre equipment, giant pneumatics, 38 in. by 8.25 in. single front, twin rear. Weight, 3 tons 8 cwt. 2 qrs. Price, chassis with tyres, £1,205. (5) A four cylinder rigid six wheel 10-ton platform lorry. Engine: 40-75 h.p. 5 in. bore by 6 in. stroke; load capacity, 10 tons; wheelbase 16 ft. 6⅛ in., from front to driving wheels, 720 m.m., driving and trailing wheels, 850 m.m.; tyre equipment, solid rubber tyres, 180 m.m. section, single on front and trailing wheels, twin on driving wheels. Unladen weight, 6 tons 8 cwt. 1 qr. Price complete, as shown, £1,460. Chassis, with tyres, £1,285.

Metcalfes (London), Ltd., 189 Regent Street, London, W.1. Stand No. 35. The exhibits will consist of (1) a long distance coach body to seat 26 passengers. The seats have high rigid backs and down stuffed pillows adjustable to the position of the head. Rawlings window fittings are used and all windows are made to drop. It is mounted on a Guy 16 ft. 7 in. wheelbase O.T. chassis. (2) The firm's standard 31-seater "Mastiff" omnibus body with two folding doors on the near side. Rawlings window fittings. Spring steel seats with detachable cushions. Mounted on an A.J.S. chassis. (3) A 20-seater all-weather coach body with Hemmings cantrail and sliding sticks, Rawlings window fittings and fixed dome back.

Minerva Motors (England), Ltd., Minerva House, Chenies Street, London, W.C.1. Stand No. 70. Minerva exhibits will be as follows:—(1) A 60 h.p. coach chassis with sleeve valve engine, forced feed lubrication, oil cooling, multi plate dry clutch, four-speed gear box in unit with engine, petrol pump supply to carburetter, magneto ignition, Dewandre four wheel brakes and spiral bevel full floating rear axle. Load capacity 5 tons. (2) A four cylinder coach type M.B.R. chassis with a 26-seater all-weather body.

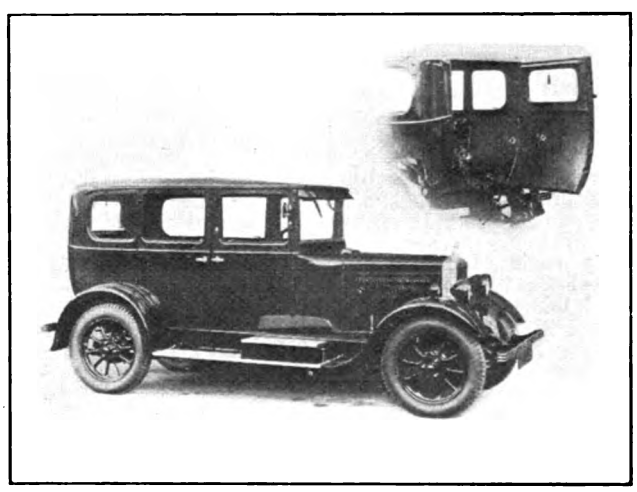
Morgan Hastings, Ltd., 42 Sussex Place, South Kensington, London, S.W.7. Stand No. 85. The exhibit will consist of a Stewart 20-seater bus, the chassis having a six cylinder engine, full floating axle, underslung springs, four wheel brakes, four speeds and large generator and battery. (2) A Stewart 4-ton chassis with six cylinder engine, full floating worm axle, Bendix four wheel brakes, multiple gear giving 12 forward speeds and three reverse, price £1,045.



THE MORRIS COMMERCIAL 30-CWT. TRUCK.

Morris Commercial Cars, Ltd., Foundry Lane Works, Soho, Birmingham. Stand No. 118. There will be the following exhibits:—(1) A one-ton truck complete for £198 ready for the road. (2) A 30 cwt. truck fitted with standard body, price £249 10s. (3) An "R" type ambulance. Price, complete with accommodation for two stretcher and five or six sitting patients, £440. (4) A 50 cwt. "Leader" chassis, an entirely new model to be seen for the first time at Olympia. It is particularly suitable for overseas conditions. It has a new four cylinder engine 95 m.m. bore by 125 m.m. stroke and develops 60 b.h.p. (5) A "Viceroy" 20-passenger coach which is also an entirely new model. It has a six cylinder engine developing 70 b.h.p. and a speed of 60 m.p.h. is attained. It has a special luxury type body. (6) Another entirely new model known as the "Dictator" 28-passenger chassis. This also has a six cylinder engine and a worm driven rear axle. The engine develops 110 b.h.p. (7) A 2-ton six wheeler, already known to the majority of our readers, chassis price £465 and (8) the "London" taxi-cab built to comply with Scotland Yard regulations, price £395.

Morris Motors, Ltd., Cowley, Oxford. Stand No. 116. There will be six exhibits these being:—(1) A commercial traveller's saloon mounted on a standard Morris-Cowley chassis. There will also be two new 5 cwt. vans, fitted with 8 h.p. overhead valve engines, and two 10 cwt. light vans. In addition there is to be an 8 h.p. fire-fighting tender, this being a modified 5 cwt. chassis equipped with a body designed to carry light fire extinguishing appliances.



THE MORRIS COMMERCIAL TRAVELLER'S SALOON.

Northern Counties Motor & Engineering Co., Ltd., Wigan Lane, Wigan. Stand No. 19. This firm of coach builders will exhibit as follows:—(1) A single-deck omnibus to the design of the Morecambe Corporation Tramways mounted on a Maudslay M.L.3 chassis. Seating accommodation for 32 passengers in bucket seats. (2) A single-deck front entrance omnibus body mounted on an Albion overtype chassis. (3) An all-weather pullman saloon coach with patent sliding head, mounted on a Bristol four cylinder overtype chassis.

F. W. Plaxton, Castle Works, Scarborough. Stand No. 97. This is a body building exhibit and will include (1) a 20-seater de luxe all-weather body with "Triumf-ed" patent sliding roof, Newtex safety glass throughout, mounted on a Star "Flyer" chassis. (2) A 32-seater service bus mounted on a Halley "Conqueror" chassis. (3) A 14-seater de luxe all-weather coach with head as No. 1 exhibit. Settee armchair seating. Mounted on a six cylinder "Whipper" chassis.

Ransomes, Sims and Jefferies, Ltd., Ipswich. Stand No. 52. (1) A 32-seater service bus body, of the single-deck saloon type, mounted on Karrier "JKL" forward drive type chassis. The body has a domed rear end with two doors on the nearside and an emergency door on the offside. There are four on each side arranged to drop and controlled by Rawlings side-lock fittings. Eave ventilators are also fitted and three Muirhead ventilators in the roof. The seats are of the rigid semi-bucket type. Signalling is by means of Numa air bell, and the interior fittings are silver oxidised and chromium plating, the exterior fittings being chromium plated. This vehicle has been purchased by the Alfreton Motor Transport Co., Alfreton. (2) A

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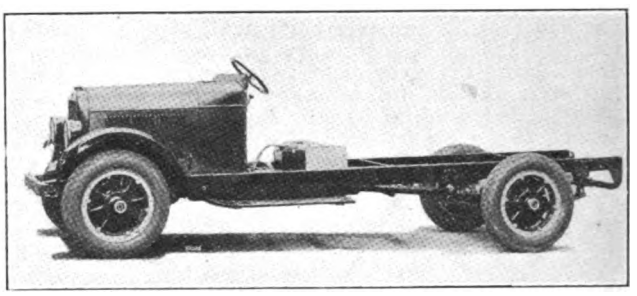
32-seater service saloon bus body, mounted on a Thornycroft B.C. forward drive six cylinder chassis. The body is of the single-deck domed rear end type, with front entrance with folding door, and rear emergency door. All windows, six on the offside and five on the nearside, are drop windows, operated by Rawlings side-lock fittings. Eave ventilators are fitted, and automatic ventilators in the roof. The seating accommodation is of the (rigid) semi-bucket type. The general interior finish is black cellulose with black oxidised fittings, the lamps being of the flush type with moonstone bowls. Continuous parcel racks are also fitted, and signalling is by means of Numa air bell. All exterior fittings are chromium plated. (3) A Ransomes' type "D6" six wheel electric trolley bus chassis. The chassis is of the six wheel type, mounted on 36 in. by 8 in. pneumatic s/s. Dunlop cord tyres. The bogie is constructed upon the Thornycroft patent system, the double pivoted springs on each side. The motor, manufactured by Ransomes, Sims & Jefferies, Ltd., is of the twin type, having two armatures running in a common casing. The motor gives 80 b.h.p. on the British Standard Specification rating, and has considerable overload capacity. The motor is arranged for series parallel control. The steering is of the Marles type. The brakes are of the internal expanding type, acting on large diameter drums. The chassis is designed to take a double-deck, top-covered body to seat 60 passengers and is one of six being supplied to the Nottingham Corporation Transport Department.

Renault, Ltd., Western Avenue, Acton, London, W.3. Stand No. 74. The exhibits will consist of the following:—(1) A six cylinder 7-cwt. traveller's brougham with 12.5 h.p. engine. (2) A type "KZ" 12-cwt. traveller's brougham with a four cylinder 45 b.h.p. engine. (3) A type "O.S." 24-cwt. enclosed van with 14/45 h.p. engine, three speed gear box, wheelbase 10 ft. 3 in., track 4 ft. 9 in., four wheel brakes, lighting and starting equipment, disc wheels with 835 by 135 pneumatic tyres. Chassis price £189, price complete £282. (4) A 37-cwt. lorry with 14/45 h.p. engine, four speeds, 37 cwt. useful load, wheelbase 11 ft. 9½ in., 5 ft. track, four wheel brakes, lighting and starting, mounted on 835 by 135 tyres, single front, twin rear. Price complete £335, chassis only £259. (5) A 20-seater luxury coach type "SX" with 21 h.p. engine, four speed gear box, wheelbase 12 ft. 5½ in., track 5 ft. 0⅜ in. Standard equipment includes:—four wheel brakes, lighting and starting, spare wheel and tyre. Price £895, chassis price £359. (6) A six cylinder 26-seater sunshine luxury coach with 26.9 h.p. engine, R.A.C. rating, four speed gear box, wheelbase 16 ft. 1 in., front track 6 ft. 1 in. Equipment as above but with servo brakes, 36 in. by 6 in. pneumatic tyres twin rear. Price complete £1,495. Chassis price £723. (7) A type S.1. 31/32 seater sunshine luxury coach, engine 45 h.p., bore and stroke 110 by 160 (Treasury rating 45 h.p), four speed gear box, chassis weight 2 tons 18 cwt., wheelbase 16 ft. 5 in., track 5 ft. 10¾ in. Standard equipment: four wheel servo brakes, lighting and starting, six detachable steel disc wheels, fitted with 38 in. by 7 in. straight side pneumatic tyres twin at rear, and coach body as above. Fitted with full equipment suitable for long distance operation, price £1,795. (8) A four cylinder road tractor with 14/45 h.p. engine, three speed gear box, drawbar pull 1 ton 5 cwt., weight 2 ton 5 cwt., solid rubber tyres. Price £395. (9) A 5-ton hydraulic tipping lorry with 24.8 h.p. engine, four speed gear box, servo brakes, solid tyres on disc wheels and Wood's tipping gear. Price £870 complete, chassis £660.

Reo Motors (Britain), Limited, Beavor Lane, Hammersmith, W.6. Stand No. 63. Reo will exhibit four chassis, two complete coaches and one bus at Olympia. A model DA 30 cwt. 10 ft. 7 in. wheelbase chassis selling at a new low price of £298 will be on the Reo stand, as well as a model FE 2-ton 12 ft. 8 in. wheelbase chassis selling at £445, as model FD 2½-ton 14 ft. wheelbase chassis, with twin rears priced at £545, and a model GE 26-seater bus chassis, twin 32 by 6 rears, 14 ft. 11 in. wheelbase, equipped with large dynamo, large accumulator and voltage control. The price of this vehicle is £695. It meets the requirements of Scotland Yard and can be licenced for the Metropolitan area. There will be three complete jobs: a 26-seater "All-weather" coach built by Wrays of Walham Green. This coach has a sliding head roof. The chassis used is of the GE type. There will be a 20-seater service bus on an FB chassis, the body being built by H. E. Taylor of the Eaton Coachworks, Cringleford. There will be a 20-seater De Luxe all-weather coach on a GE chassis, built by H. Norman Pitt & Co., of Amesbury. A special feature of this stand will be the new Reo Gold Crown engine for which are claimed an excess of horse-power for its piston displacement; high horse-power at low speeds (67 horse-power at 2,800 r.p.m.) and high torque at low engine speeds, and that its medium compression turbulence type head and its automatic air valve design carburetter permit the use of all types of petrol. The seven-bearing crankshaft is statically and dynamically balanced and is equipped with Lanchester type vibration damper. Aluminium alloy pistons are used for greater heat conductivity and in the interest of light reciprocating parts. There is full pressure lubrication with oil filter. Special air cooling under the pan keeps the air cool. There are thermostatic control of the cooling, a water



THE 30-CWT. REO SPEED WAGON COMMERCIAL CHASSIS.

temperature gauge and an oil gauge on the dash. Different gear ratios and tyre sizes are fitted to the chassis using the Gold Crown engine, to fit them for the service for which they are intended. The heavy speed wagon models have four forward speeds. Four wheel, two shoe, internal expanding hydraulic brakes are used. All speed wagons are equipped with electric starters and are fully electric lighted.

Wm. & Thos. Robson, Ltd., 60 Farringdon Road, E.C.1. Stand No. 80. (1) A "Robson Light-Weight" box van body mounted on "Albion" 20/36 h.p. high-speed 30 cwt. chassis. In patent method of construction with light hardwood framing, strengthened with metal channels, etc., aluminium panels; interior slatted; double doors at back; partition and sliding door behind driver's seat; enclosed front with full depth side doors with drop lights and mechanical winders, and sloping windscreen in metal frame. (2) A "Robson" tilt van body mounted on "Dennis" 30 cwt. chassis. With oak and ash framing; aluminium panels; interior close boarded; hoops boarded and covered with prepared cloth; double doors at back; interior fitted with detachable shelves; partition and sliding door behind driver's seat; wind doors and full glass windscreen. (3) A "Robson" box van body mounted on "Trojan" 7 cwt. chassis; suitable for general purposes; double doors at back; wind doors to open; finished in cellulose.

Rushton Tractor Co. (1929), Ltd., Forest Road, Walthamstow, London, E.17. Stand No. 100. The Rushton tractor will be exhibited for the first time at Olympia. There will be five models equipped as follows:—(1) An industrial tractor mounted on giant pneumatic tyres with two-seater driver's cab insulated by full chassis and half elliptic springs, and the equipment will include a dynamo lighting set, etc. This machine is designed to haul loads of from 5 to 7 tons at a speed in excess of 20 miles per hour. The retail price is £300, cab £30 extra. (2) An industrial tractor mounted on solid tyred wheels. The equipment of this machine is much heavier than exhibit 1 and is designed to haul a load of 10 tons at a speed of 10/12 m.p.h. The retail price is £265, with cab £30, and lighting set £11 10s., both extra. (3) A roadless tractor equipped with two-speed winch for all kinds of soft ground haulage, haulage of timber and similar operations where an ordinary wheel tractor would be incapable of working owing to lack of wheel grip. Price £541. (4) A solid tyred industrial tractor fitted with buffer attachment to use in works for shunting operations. Price £290. (5) An industrial tractor equipped with loading shovel for lifting and loading all types of loose materials. Price £507.

Saurer Commercial Vehicle Co., Ltd., 21 Augustus Street, Albany Street, London, N.W.1. Stand No. 32. There will be five chassis as follows:—(1) A standard chassis of the well-known 6-ton "5AD" type, which has given eminently satisfactory service in the hands of some of the largest and most experienced transport operators in this country, and which, therefore, hardly calls for special description. (2) A new 7/8-ton chassis type "6BLD" with Saurer heavy oil engine, on Saurer-Simplex steel wheels and 40 in. by 8 in. pneumatic tyres. (3) A new Saurer six cylinder low frame 30-seater passenger chassis type "3BNPL" on 36 by 8.25 pneumatic tyres and Saurer-Simplex steel wheels. (4) A complete 17-seater

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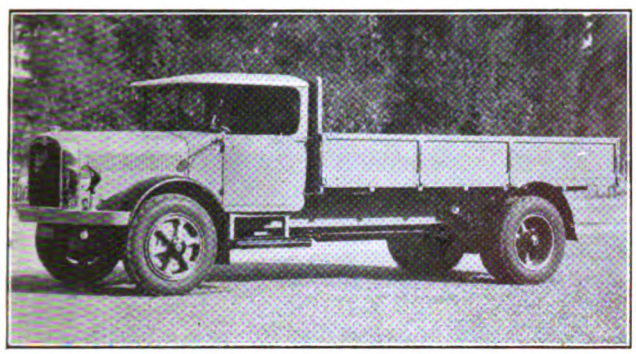
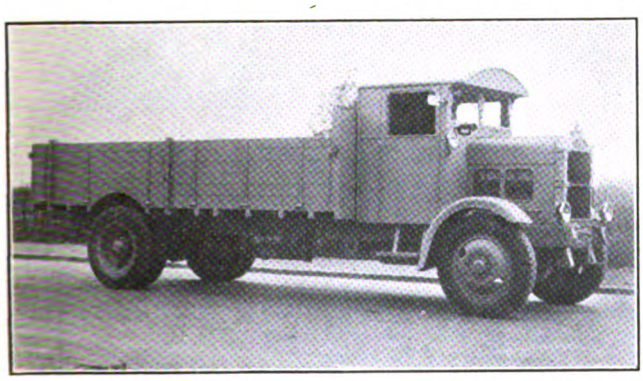
Saurer coach. This vehicle, which is comfortably and luxuriously appointed, affording an unusual amount of leg room, is exactly as used by the Swiss postal authorities for their Alpine coach services. The body, of Saurer construction, is fitted with electrically-operated hood which is operated by the driver without leaving his seat. The chassis on which the body is mounted is of the same type as the one described above, but having a wheelbase



THE SAURER "6BLD" LORRY WITH HEAVY OIL ENGINE.

of 15 ft. 7 in. and a larger engine, with a bore of 110 by 150 m.m. (5) A standard chassis type "6BLD" with Saurer heavy oil engine, with wheel and tyre equipment as on chassis described in (2). Fitted with Scintilla 12-volt. electric lighting set; electric starter; speedometer; Saurer combined trailer hook and automatic trailer brake operating gear; front bar for manoeuvring trailers, and, to conform with regulations, the Saurer patent trailer brake control gear. They will also be showing a crankshaft as used in the engine of the "6BLD" chassis, complete with ball-bearings and flywheel.

Scammell Lorries, Ltd., 14 Holborn, London, E.C.1. Stand No. 51. There will be four exhibits as follows:—(1) The Scammell eight wheeler for carrying loads of from 15 to 20 tons at an average speed of 12 miles an hour. In this machine is incorporated the patented Scammell carrier axle, in which there are two axles in line across the vehicle, each axle carrying a pair of wheels and oscillating on longitudinal bearings so that all four wheels follow the camber of the road. The engine is of the overhead valve type, developing about 70 h.p. The gear box provides four speeds forward and reverse. The engine and gear box are carried on a sub-frame supported at three points on the main frame. The transmission embodies a bevel driven countershaft, carried by the motive unit frame, from sprockets on the end of which the drive is transmitted to the road wheels through Duplex roller chains. All road wheels are the hollow spoke type mounted on Timken roller bearings. (2) A four wheeler which is an entirely new exhibit with engine and gear box the same as on other Scammell products. It is intended for 6-ton loads and can haul a trailer with



THE NEW SCAMMELL 6-TONNER.

an additional 6 tons. It is mounted on 40 in. by 8 in. single pneumatic tyres, twin rear. The wheels are special cast steel of the detachable type. The transmission is by universally jointed propeller shaft to a Kirkstall worm gear rear axle. (3) A 10-ton articulated pneumatic tyred six wheeler. The tyres are 40 in. by 8 in. twins on rear wheels. The carrier in this instance is a frameless tanker provided with five compartments for carrying 2,500 gallons of petrol. It is fitted with the Shell-Mex special safety filling arrangements and draw-off cocks. (4) A rigid six wheeler being an improvement on the previous model. It embodies a pivotted front axle and the special Scammell single axle rear bogey with rocking balance beams. New features include a five-speed gear box, a Scammell "Still" radiator, double hand brake control and a special tyre pump.

G. Scammell & Nephew, Ltd., Fashion Street, London, E.1. Stand No. 91. There will be shown mounted on a Halley 4-ton chassis a flat platform body 14 ft. 6 in. long behind driver's seat 6 ft. 6 in. wide with tailboard shaped and of sufficient depth for lettering. It will have a saloon cab separated from the body with rise and fall windows. Mounted on a Commer 4-ton chassis is to be a solid top body 13 ft. 6 in. long, 6 ft. 8 in. wide and 6 ft. 3 in. deep in centre. The top comprising 6 hoops close boarded and stretched canvas bedded in white lead. There will be bacon hanging rails fitted to the inside. A third exhibit will be a special open body 11 ft. 6 in. long by 6 ft. 6 in. wide, mounted on a Dennis 50 cwt. chassis.

"Sentinel" Waggon Works, Ltd., Shrewsbury. Stand No. 130. (1) A 10/15-ton D.G.6. rigid six wheeler flat platform wagon, for the Cement Marketing Co., Ltd., London. The engine is a "Sentinel" double-geared, two cylinders model, bore 6 in., stroke 8 in. Poppet valves, steam pressure 275 lbs., two-speed gear and differential in aluminium casing integral with crank chamber, final drive by roller chain. Single tubular rear axle carrying patent self-compensating bogie arms. "Sentinel" patent vertical water tube boiler with superheater and removable fire-box. Internal expanding brakes, eight shoes operated by steam and eight by hand. Ackermann steering. Electric lighting—chain driven constant voltage dynamo. (2) A 12-ton D.G.6.T. rigid six wheeler three-way tipping wagon, to the order of Tarmac, Ltd., Ettingshall, Wolverhampton. Body: 17 ft. 3 in. by 7 ft. 5⅜ in. 24 in. sides. Wheelbase: front to forward bogie axle 12 ft. 2⅞ in. Bogie axle centres: 3 ft. 10 in. Turning circle: 62 ft. (3) A 12/14-ton D.G.6.S.T. rigid six wheeler side tipping wagon, supplied to Messrs. Wm. Woodbridge, Ltd., Westminster, S.W.1. (4) A 6/8-ton D.G.4. wagon with sliding tilt van top to Hovis's design, for Hovis, Ltd., London. (5) A 6/8-ton D.G.4.T. three-way tipping wagon, to the order of A. J. Gupwell, Ltd., Birmingham.

Shefflex Motors, Limited, Tinsley, Sheffield. Stand No. 107. One chassis only will be on show, namely, a 2½-ton standard model, fitted with pneumatic tyres, though the 2-ton and 2½-ton standard, semi-forward steering and low loading refuse collecting chassis, will be marketed in the coming season. The four cylinder engine is used, and minor alterations have been carried out, such as improved inlet manifold, a new arrangement for taking oil laden vapour from the crankcase through the carburetter to ensure a measure of upper cylinder and valve stem lubrication. The position of the dynamo has been altered to the near side of the engine where previously the magneto was placed, and the magneto is carried behind the dynamo and tandem driven through same coupled by a vernier coupling. Slightly longer front springs are fitted to allow greater flexibility to the suspension and a lower loading line is obtained by the use of re-designed spring brackets. An important feature in the transmission is the use of the Hardy Spicer propeller shaft and mechanical joints.

Short Bros. (Rochester & Bedford), Ltd., Rochester. Stand No. 55. (1) A light weight all-metal constructed double-deck covered top bus body with enclosed stairs on A.E.C. type "661" chassis. It is of Short patented all-metal construction, the main framing and floors being of aluminium alloy having an ultimate tensile strength of 25 to 28 tons square inch and the panels of aluminium sheet. Amongst the advantages claimed are decreased body weight, reduced petrol consumption and wear and tear on tyres, brakes and transmission; safety from fire and collision and immunity from extreme climatic conditions. The seats for both saloons are of ample proportions, being supported on pedestal legs and have pressed steel back supports. (2) A "Corporation" type single-deck bus body on Tilling-Stevens "Express" chassis. A rear entry type body seating 31 passengers all facing forward except two each side over the wheel arches. Three windows on each side are made to drop and are operated by "Beatonson" balanced mechanism. Ample ventilation is provided by means of two large hinged ventilators in the roof and two hinged ventilators in the front bulkhead. Also a continuous metal louvre (or eave) is fitted the full length each side over the tops of the windows. Seats as in (1) above. A double-deck covered top bus on an A.E.C. chassis will be available for demonstration outside Olympia.

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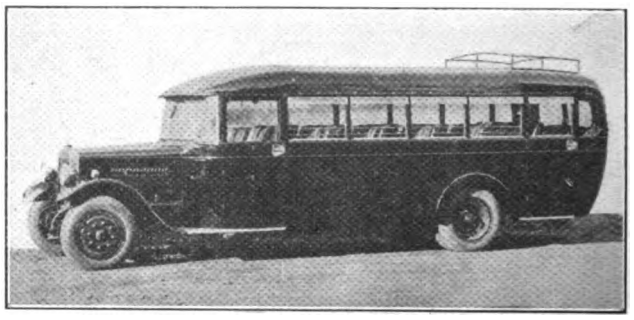
Singer & Co., Ltd., Coventry. Stand No. 47. The new Singer 2-ton industrial vehicles, as described in our last number, will be publicly exhibited for the first time. The exhibits will take the form of an industrial chassis (£425), an industrial motor complete with platform body having drop sides and tailboard and an enclosed cab (£486 10s.), and a 20-seater coach (low loading chassis) with giant pneumatic tyres (£895). In addition to these larger vehicles, there will be two Singer Junior delivery vans and a 12 cwt. van. Amongst the most interesting features of the 2-ton chassis are the number of pleasure car refinements which are incorporated in it. It has, for instance, a self-starter, Luvax "one-shot" chassis lubrication, Marles type steering and servo-operated brakes. The 20 h.p. engine, a four cylinder built in unit with the gear box, is bolted to a sub-frame at six points, the sub-frame being attached to the chassis at three points. The dimensions are 90 by 120 m.m., cubic capacity being 3,053 c.c. Push-rod operated overhead valves are employed and the detachable cylinder head is of the turbulent type. It is stated that at 3,000 r.p.m. the engine develops nearly 60 brake horse power. The right-hand controlled four-speed gear box gives ratios of 6.5, 10.5, 17.9 and 34.8 to 1, but an alternative rear-axle, giving a reduction of 7.25 to 1 is optional. In general, the specification of the passenger chassis is similar to that of the commercial chassis, but the frame is low-built and the wheelbase is 13 ft. instead of 11 ft. 1½ in. The giant pneumatics are of 7 in. section, used in twin formation at the rear, and shock absorbers are fitted all round. Specially large batteries and dynamo, also, provide for internal lighting of bus and coach bodies. The bodywork of the 20-seater coach exhibited is particularly luxurious and gives armchair comfort for the passengers. It is finished in cream and heather and upholstered in heather-coloured moquette. Each of the seats is of the semi-bucket type, having a well-sprung cushion and a head rest. Of the smaller vehicles, the Junior delivery van represents excellent value at £135. It has a load capacity of 6 cwt., its four cylinder engine having dimensions of 56 by 86 m.m. and a Treasury Rating of 7.7. h.p. The 12 cwt. van is rated at 14.7 h.p., the engine being a six cylinder, with a bore and stroke of 63 by 95 m.m. The price of the van complete is £200.

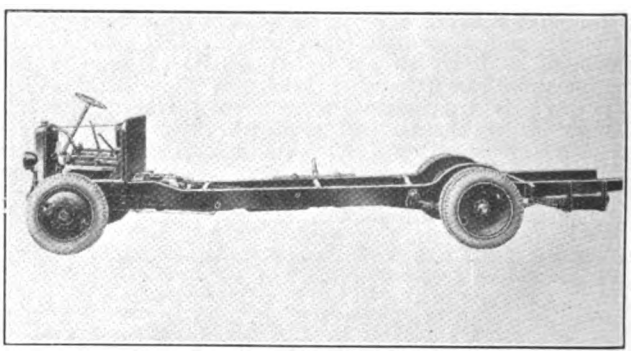
Spenborough Engineering Company, Valley Works, Heckmondwike. Stand No. 37. The subject of the exhibits will be various Spenborough tipping gears and bodies. There will be a trailer fitted with the firm's three-way tipping gear and a steel three-way tipping body. The trailer incorporates taper roller bearings, and the body has been specially designed for sand and gravel transport. Price complete, £235. Another exhibit will be a Manchester 35 cwt. chassis fitted with three-way tipping body and gear as above. The three-way tipping gear is mounted on trunnions for end tipping and for side tipping a special track arrangement is fitted on the underside of the body which during the tipping operation always allows the screws to remain in a vertical position. The sides of the body are made to fall level with the lorry platform to form a chute for tipping the materials clear of the road wheels. The price of this outfit is £335. Other exhibits will be a 6-ton Universal tipping gear, price £18. A 4/5-ton single telescopic end tipping gear, price £16. A 50 cwt. single telescopic end tipping gear with Spenborough ball aligning bracket, price £13 10s. A 50 cwt. single screw tipping gear with ball body bracket, price £8 15s. A 30 cwt. single screw, price £6 5s., and a full range of parts. There will also be hand-operated gears.

Star Motor Co., Ltd., Star Motor Works, Frederick Street, Wolverhampton. Stand No. 42. The exhibit will include the firm's new season's range of Star "Flyer" chassis, types V.B.3. and V.B.4. listed respectively at £595 and £645, and an entirely new model six cylinder low loading goods chassis listed at £545. With regard to the two "Flyer" models: the specifications remain generally unchanged though the following improvements are incorporated:—(a) Dewandre servo system standardised; (b) new shell type radiator; (c) detachable engine oil sump; (d) new instrument board; (e) lamps and radiator chromium plated; (f) improved design wings and (g) improved performance claimed. The V.B.4. "Flyer" chassis 15 ft. 6 in. wheelbase is to be offered complete as a 20-seater bus at £960 and as a 26-seater sliding head all-weather coach at £1,020. The new six cylinder low loading 2½-ton chassis has a 14 ft. 2 in. wheelbase and the specification follows closely that of the V.B.3. type "Flyer" chassis, but is equipped with 34 in. by 7 in. pneumatic tyres single all round, powerful brakes on rear wheels only, gravity feed petrol tank and 12-volt lighting set. An electric starter can be supplied at an extra charge of £8. This vehicle will be shown as chassis only. A "Flyer" chassis will be shown with an all-weather coach body, another one with a saloon bus body, a third with a two-horse box body and a fourth with a special van body.



THE LATEST V.B.4 TYPE STAR FLYER 26-SEATER ALL-WEATHER COACH.

A. J. Stevens & Co. (1914), Ltd., Walsall Street, Wolverhampton. Stand No. 138. This firm are exhibiting at the Commercial Motor Show for the first time. Their exhibits are to be as follows:—(1) A "Pilot" chassis, normal drive, suitable for mounting a 24 or 26-seater bus or coach body. Features of the chassis are the six cylinder O.H.V. engine, clean lay-out of the chassis, and the substantial construction of the whole. Three groups of "Enots" Greasers are fitted for chassis lubrication. (2) A "Commodore" chassis, forward drive is suitable for mounting a 32-seater body, or for a luxurious coach for long distance tours. The engine is of the six cylinder side-by-side valve type, rated at 36 h.p. R.A.C., and developing 75 b.h.p. at 2,000 r.p.m. (3) A complete sunsaloon parlour coach, body work by Willowbrook, Ltd., Loughborough. Luxuriously appointed, divan seats and interior finished in walnut inlaid with black. Specification as No. 1. (4) A 32-seater service saloon bus, comprising 13 double seats and two seats for three persons over each wheel arch. Specification as No. 2. (5) A 26-seater coupe-de-ville luxury saloon. Main features are:—All drop lights in side of saloon, fitted out with armchair seats and foot rests.



THE A.J.S. "COMMODORE" CHASSIS 32-SEATER CAPACITY.

Strachans (Acton), Ltd., Wales Farm Road, North Acton, London, W.3. Stand No. 62. There will be (1) a 32-seater rear entrance saloon designed for long distance operation. Special attention has been given to luggage acommodation by (a) raising the floor, thus providing luggage lockers under the whole width of the body. (b) Luggage lofts at each side of the interior roof. (c) A large locker beneath the rear seat. Ventilation has been looked after by providing hinged vents, air vacs, metal louvres and all windows made to drop. The interior furnishing provides every comfort. This body will be mounted on a Thornycroft six wheel chassis. (2) A 26-seater long distance saloon fitted with seats of new design incorporating a variable head rest, arm rests and folding tables. Metal luggage lockers on outside roof. The comfort of the passengers has been completely provided for. This body will be mounted on an Albion chassis. (3) A 32-seater front and rear entrance service saloon mounted on a Dennis chassis. Strachan bodies will also be seen on the following stands:—International Harvester, Harris & Hasell, Renault, Albion and Thornycroft.

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Sunbeam Motor Car Co., Ltd., Moorfield Works, Wolverhampton. Stand No. 30. This firm are new entrants into the commercial motor manufacturing industry, they are, however, as our readers know well, world famous as manufacturers of private motor cars. They have placed on the market a 70/142 h.p. six cylinder six wheel chassis and a 52/110 h.p. six cylinder four wheel chassis, examples of which they will stage. The following are brief particulars of the chassis:—The engine develops 70 b.h.p. at 1,000 r.p.m. rising to 142 b.h.p. at 2,400 r.p.m. The cylinders have detachable heads; bore 110 m.m., stroke 140 m.m.; load capacity 6½ tons or 67/70 passengers; weight of chassis 4½ tons approximately, wheelbase 18 ft. 6 in., track 6 ft. 2⅝ in.; disc detachable wheels

THE S.M.C. 6-CYLINDER SIX WHEEL 67-SEATER DOUBLE DECK OMNIBUS.

with Dunlop 36 in. by 8 in. high pressure tyres. Overall length of chassis 29 ft., overall width 7 ft. 2 in., body space from dash board 23 ft. 6 in. Engine lubrication is on the dry sump system. Separate magneto and coil ignition systems are fitted, two sparking plugs being provided in each cylinder, thus giving completely independent ignition. The brakes are Dewandre operated. The chassis price is £1,750. A similar chassis will be exhibited with a 67-seater double-deck bus body by Christopher Dodson, Ltd. The four wheel 52/110 h.p. six cylinder chassis will be exhibited with a 26-seater body by Short Bros., Ltd. The chassis is very similar in many details of its design to the six wheel chassis. Its length is 26 ft., width 7 ft. 6 in., wheelbase 16 ft. 6 in., load capacity 5½ tons approximately, or 26/32 passengers, weight of chassis approximately 3½ tons. Body space from dash to end of frame 20 ft. 6¼ in. Detachable disc wheels with Dunlop high pressure 38 in. by 7 in. single front tyres, twin rear. Chassis price £1,275.

A. E. Tapper & Co., 100 Palmerston Road, High Road, Kilburn, London, N.W.6. Stand No. 50. Brockway vehicles will be exhibited on this stand. There will be four vehicles two of which will be 27 h.p. six cylinder models, one with a 12 ft. 5 in. wheelbase is for 30 cwt. loads, or 14 passengers, and the other with a 14 ft. wheelbase is for 35 cwt. loads or 20 passengers. Prices respectively £385 and £465. There will be the 35 h.p. six cylinder models, one for 3-ton loads or 26 passengers, price £595, and the other for 70 cwt. loads or 32 passengers, price £895.

H. E. Taylor & Co., Ltd., Cringleford, Norwich. Stand No. 123. (1) An "Eaton" 20-seater semi-de-luxe saloon on a B.A.T. 27.3 h.p. six cylinder Cruiser chassis. (2) A 23-seater all-weather saloon coach with sliding roof on a Reo chassis type G.E., and (3) a 35-seater town service omnibus on a 30/70 h.p. Crossley-Eagle four cylinder low loading line chassis.

Thompson Brothers (Bilston), Limited, Bilston, Staffs. Stand No. 89. A "T.B." lightweight elliptical Spirit Tank mounted on Leyland "Bison T.G.1." chassis, electrically welded, four compartment tank, capacity 1,200 gallons.

John I. Thornycroft & Co., Ltd., Thornycroft House, Smith Square, London, S.W.1. Stand No. 41. This famous firm's exhibits will naturally attract a very great deal of attention. There will be included a six cylinder rigid six wheeled chassis for overseas service shown for the first time. It is primarily designed for passenger work in difficult country, and is suitable, with the addition of an auxiliary gear box, for freight transport. This and a luxurious 20-seater sun saloon coach and a standard "Emerald" 20-seater omnibus complete the range of passenger exhibits. A fifth vehicle will be an example of a number of 30-cwt. box vans supplied to the Great Western Railway. The principal details of the Thornycroft exhibits are as follows:—(1) A 22/40 h.p. four cylinder type "A1" box van. Engine 3¾ in. bore by 5 in. stroke (Treasury rating 22.5 h.p.). Weight of chassis in running order 34½ cwts., wheelbase 11 ft. 6 in., track 61⅝ in., detachable wheels with 34 in. by 7 in. pneumatic tyres, spare wheel and tyre carrier, mechanical tyre pump, Miller mileometer positively driven from the gear box, 12-volt five lamp lighting set with Tyer combination oil and electric side and tail lamps, thermostat, "Alcyl" centralised chassis lubrication, air filter for carburetter, towing loops and full kit of tools. To carry a net load of 30 cwts., with a body allowance of 14 cwts. Special box van and driver's cab. (2) A 34/70 h.p. six cylinder type "A5" rigid six wheeled chassis. Engine 3¾ in. bore by 5¼ in. stroke (Treasury rating 33.8 h.p.). Weight of chassis in running order 65 cwts. Mean wheelbase 12 ft. 6 in., track 61⅝ in., detachable disc wheels with 36 in. by 7 in. pneumatic tyres, mechanical tyre pump, speedometer and mileage recorder positively driven from the gear box, 12-volt five lamp electric lighting and starting set, vacuum servo assisted brakes, auxiliary gear box, air filter for carburetter, towing loops and full kit of tools. Patented system of rear suspension permitting 12 in. difference in driving axle levels and allowing either axle to tilt to an angle of 18 degrees. To carry a net load of 3½ tons with a body allowance of 18 cwts. Price of standard chassis with standard equipment, £915. Price of chassis with subsidy equipment as shown, £935. (3) A 22/40 h.p. four cylinder type "A2 long" twenty seater "Emerald" omnibus. Engine 3¾ in. bore by 5 in. stroke (Treasury rating 22.5 h.p.). Weight of chassis in running order 43 cwts., wheelbase 14 ft., track 59½ in., detachable disc wheels with 38 in. by 9.00 in. low pressure tyres, spare wheel and tyre with carrier, mechanical tyre pump, speedometer and mileage recorder positively driven from the gear box, 12-volt five lamp bus lighting set with dipping head lamps, stop signal lamp, fog lamp, electric horn, front shock absorbers, four wheel brakes, air filter for carburetter and full kit of tools. Twenty seater "Emerald" type service omnibus body with driver-operated front door, semi-bucket seats, real furniture hide upholstery, four drop windows, roof ventilators, lifeguards and destination indicator. (4) A 41/82 h.p. six cylinder type "BC" 26-seater Sun Saloon coach. Engine 4⅛ in. bore by 5¼ in. stroke (Treasury rating 40.8 h.p.). Weight of chassis in running order 68 cwts., wheelbase 16 ft. 6 in., track 75 in., detachable disc wheels with 38 in. by 8.25 in. low pressure tyres, spare wheel and tyre with carrier, mechanical tyre pump, speedometer and mileage recorder positively driven from the gear box, 12-volt five lamp bus lighting and starting set, with dipping headlamps, stop signal lamp, fog lamp, electric horn, front shock absorbers, vacuum servo assisted brakes, front bumper bar, air filter for carburetter and full kit of tools. (5) A 41/82 h.p. six

A THORNYCROFT 30-CWT. TYPE "A1" BOX VAN.

cylinder type "HC forward double deck" 68-seater rigid six wheeled covered top omnibus. Engine 4⅛ bore by 5¼ in. stroke (Treasury rating 40.8 h.p.). Weight of chassis in running order 94½ cwts., mean wheelbase 18 ft. 0 in., track 75½ in., detachable disc wheels with 36 in by 8 in. pneumatic tyres, spare wheel and tyre with carrier, mechanical tyre pump, speedometer and mileage recorder positively driven from the gear box, 12-volt five lamp bus lighting and starting set with dipping head lamps, stop signal lamp, fog lamp, electric horn, front shock absorbers, vacuum servo assisted brakes, air filter for carburetter, and full kit of tools. Body fitted with special bucket seats upholstered in furniture hide, drop windows in lower saloon, sliding windows in upper saloon, roof ventilators, destination indicator, enclosed staircase, etc.

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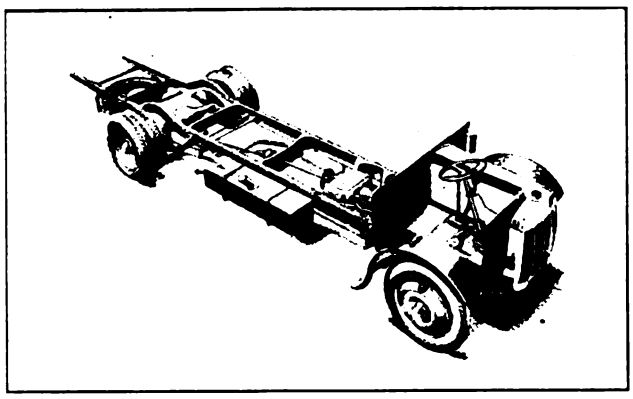
Tilling-Stevens Motors, Ltd., 5 Iddesleigh House, Caxton Street, Westminster, London, S.W.1. Stand No. 72. There will be four exhibits as follows:—(1) A type B.10.A.2. low load line "Express" chassis, shown as chassis only. It has forward steering, a 16 ft. wheelbase and Dunlop 36 in. by 6 in. tyres single front, twin rear. It is a gear driven chassis designed for 32-seater bodies. (2) A similar chassis to above fitted with Dunlop pneumatic tyres size 38 in. by 7 in. and equipped with 26/32-seater double purpose coach with sunshine roof. (3) A type B.10.B.2. low load line "Express" chassis, with normal steering, fitted with 38 in. by 7 in. Dunlop tyres, single front, twin rear. This chassis will be fitted with a 26-seater parlour coach by the Hoyal Body Corporation (1928), Ltd. (4) A petrol-electric type T.S.17.A. chassis which will be shown as chassis only. It has forward steering and a 16 ft. wheelbase. It has Dunlop pneumatic tyres 36 ft. by 8 in. single front, twin rear. It is designed for 52-seater passenger bodies. With regard to the engine of the "Express" gear driven chassis (exhibits Nos. 1, 2 and 3), it is of 29/70 h.p. Ricardo design, four cylinders, bore 4¼ in., stroke 5½ in. It has forced feed lubrication and high tension magneto. The engine of the petrol-electric chassis is 36/95 h.p., also a four cylinder model, bore 4¾ in., stroke 6 in.



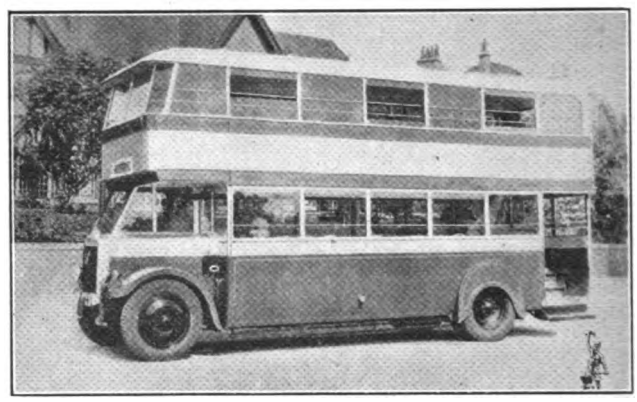
THE TILLING-STEVENS LOW LOAD LINE "EXPRESS" CHASSIS—FORWARD STEERING.

Trojan, Ltd., Purley Way, Croydon. Stand No. 84. There will be exhibited one 7 cwt. van, one 10 cwt. van and a six wheeler.

United Motors, Ltd., 27-34 Walnut Tree Walk, London, S.E.11. Stand No. 43. This firm are the sole concessionaires for Great Britain and Ireland for Federal chassis, six of which will be found on the stand as follows:—(1) A long de luxe bus chassis type A.6. with 26.2 h.p. six cylinder engine, price £1,375. (2) A long bus chassis type T.7.W. with a similar engine to above and of 3 tons capacity. Price £800. (3) A commercial short chassis, type T.3. with 24.7 h.p. four cylinder engine, 3-ton capacity. Price £895. (4) A commercial long chassis type T.3. also of 3 tons capacity, £730. (5) A commercial short chassis, type F.W., with an 18.6 h.p. four cylinder engine and 30 cwt. loading capacity, price £330 and finally, a commercial chassis, type F.7., with a 26.2 h.p. six cylinder engine and of 2 tons capacity, price £510.

Vincents of Reading, Station Square, Reading. Stand No. 66. This firm has specialised for many years in the construction of horse boxes. They will exhibit on their stand a three-horse box constructed to carry comfortably and safely three large hunters. One of the features of this box is its compactness, the overall length being only 16 in. more than the two horse box. Two horses are loaded exactly in the same way as with the two horse box and the third horse enters by a low loading ramp at the rear of the vehicle and leaves by the side. This box mounted on a Star chassis costs £1,125. The firm makes boxes to accommodate up to six horses.

Vulcan Motor and Engineering Co. (1906), Ltd., Crossens, Southport. Stand No. 40. A very comprehensive range of Vulcan vehicles will be staged. They will be as follows:—(1) A 30 cwt. mechanical end tipper fitted with a Vulcan four cylinder engine and four speed gear box. The tipping gear is by Edwards Bros., of Bolton. The price of the chassis with solid tyres is £310, with pneumatic tyres £335, complete with body £432 10s. (2) A 30 cwt. forward control chassis with similar engine and gear box to exhibit No. 1. The wheels will be shod with 32 in. by 6 in. British Goodrich tyres. The price of this chassis is £335 with solid tyres, or £350 with pneumatics. (3) A 50 cwt. forward control chassis with four cylinder Vulcan engine of 24.8 h.p. R.A.C. rating and a four speed gear box. The engine is of monobloc construction, has magneto ignition and detachable cylinder head. Chassis price with solid tyres £535, with pneumatic tyres £585. (4) A 35 cwt. "Shaftesbury" type low loader which is similar to the 30 cwt. forward control chassis above mentioned. (5) The "Duchess" 20-seater luxury sunshine saloon, the chassis of which is normally built for carrying 26 passengers. The engine is the Vulcan four cylinder model with a bore of 110 m.m. stroke 140 m.m. giving 30 h.p. R.A.C. rating. A six cylinder engine can be supplied with this model if desired. The gear box has four forward speeds and the brakes are Servo-assisted operated in drums on both front and rear wheels. The petrol tank is on the side of the chassis with Autovac feed to the carburetter. Chassis price £725, complete £1,200. (6) The "Prince" 32-seater omnibus with a Vulcan four cylinder monobloc engine, 30 h.p. R.A.C. rating. The chassis price is £1,050, price complete £1,500. (7) An "Emperor" 51-seater double-deck omnibus, this being one of the latest additions to the Vulcan range of passenger vehicles.



THE VULCAN "EMPEROR" 51-SEATER DOUBLE-DECKER BUS.

Warwick Motor Body Building Co., Warwick Works, White City, Old Trafford, Manchester. Stand No. 24. The exhibits will be as follows:—(1) A Latil chassis fitted with a de luxe 6-seater all-weather saloon coach body with Solcar drop-back hood, electrically operated. (2) An Austin six cylinder chassis with a 9-seater fabric de luxe all-weather saloon fitted with Solcar drop-back hood mechanically operated.

Waveney Company, Ltd., Stanley Road and Heath Road, Oulton Broad, Lowestoft. Stand No. 96. The Waveney bodies exhibited will include (1) A 14/16 saloon body mounted on a Chevrolet six cylinder chassis. (2) A 20-seater luxury coach on the G.M.C. T42 chassis. (3) A 24/26-seater Coupe-de-Ville long distance coach mounted on the A.J.S. forward drive chassis.

Weymann Motor Bodies (1925), Limited, Addlestone, Surrey. Stand No. 88. There will be a Weymann coach body mounted on the C.F.6 overtype Daimler chassis. The body is built in accordance with the well-known Weymann principle of flexible body construction, designed for 30 passengers and to conform to Scotland Yard regulations. Special attention has been given to the point of exterior line, the waist line being swept down in the front bulkhead. The shortened turn-under with running board and valances fitted along each side adding considerably to the general appearance. Two full coach type doors are fitted on the nearside and a door for driver's cab on the offside. Special apparatus for interior heating is fitted. Seats are of the arm-chair type with sprung head rolls, the backs being fitted with expanding Dorothy bags.

Etablissements Willeme, Nantorre (Seine), France, and c/o Automotive Spares, Ltd., 164a King's Road, Chelsea, S.W.3. Stand No. 101. (1) A 40 h.p. four cylinder "Liberty" 12-ton six-wheel chassis. Engine: Cylinders cast in pairs, detachable heads, bore 5 in. by 6 in. stroke (Treasury rating 40 h.p.), cooling by pump, dual ignition, electric lighting, multiple disc dry-plate clutch, 8-speed gear box, cardan shaft drive to worm and worm wheel final drive, internal expanding brakes on four rear wheels, Servo operated, chassis weight 6 tons, wheelbase 230 in., track 60 in.,

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steel disc wheels, pneumatic tyres 42 in. by 9 in. single front, and 42 in. by 9 in. twin rear, front and rear bumpers, trailer attachment. (2) A 36 h.p. four cylinder "Liberty" 7-ton standard tipping lorry. Engine: cylinders cast in pairs, detachable heads, bore 4¾ in. by stroke 6 in. (Treasury rating 36.1 h.p.); dual ignition, electric lighting, 4-speed gear box, cardan shaft drive to worm and worm wheel final drive, internal expanding brakes on rear wheels, chassis weight 4½ tons, wheelbase 161 in., track 60 in., cast steel wheels; front tyres 36 in. by 5 in., rear 40 in. by 12 in., steel body fitted with Wood hydraulic tipping gear, front and rear bumpers, trailer attachment.

Willowbrook, Limited, Derby Road, Loughborough. Stand No. 64. A coach building exhibit—the following will be shown:—(1) A 32-seater saloon type corporation bus, mounted on C.F.6 type "Daimler" chassis. Semi-bucket seats in leather. Interior entirely French polished, garnish rails inlaid, roof French polished and fitted with burr walnut lamp panels. (2) A 20-seater sunsaloon parlour coach, mounted on an "A.J.S." Pilot chassis. Divan type seats upholstered in furniture moquette. Interior woodwork inlaid and French polished in two colours. In one minute the head of coach can be opended or closed by a single attendant without disturbing a single passenger, or even stopping the coach. (3) A 20-seater sunsaloon all-weather coach, mounted on a "Commer" 6 T.K. chassis. Upholstery carried out in three-colour furniture hide, no turn buttons, press studs or thumb screws, simple turning of the handle opens or closes the hood. (4) An 18-seater sunsaloon all-weather coach, mounted on a "Bean" 30-cwt. chassis. Fixed dome back and provision for carrying luggage.

Willys Overland Crossley, Ltd., Heaton Chapel, Stockport. Stand No. 75. The firm will exhibit "Manchester" 30/35-cwt. and two-ton vehicles, a Commerce saloon and 10-cwt. van models, and will introduce for the first time the Willys-Commercial six cylinder chassis, which will be fitted with a 15-seater coach body. The bore and stroke are 3⅛ in. by 3¾ in. respectively (Treasury rating 23.4 h.p.). Valves side by side, detachable turbulent cylinder head. The crankshaft is drilled for pressure lubrication, and the pistons are aluminium alloy with internal steel strut. The power developed is 50 b.h.p. A single dry-plate clutch transmits the drive to a centrally controlled four-speed gear box, and from thence through an open propeller shaft with two oil lubricated metal universal joints to a spiral bevel final drive. The chassis price is £220. The "Manchester" two-ton models are also new. In brief, the two-ton chassis has a four cylinder engine rated at 22.5 h.p. with detachable head and detachable cylinder block, a five bearing crankshaft and pressure lubrication automatically controlled *pro rata* to the throttle opening, side by side valves and cast iron pistons. The drive is through a single dry-plate clutch to a centrally controlled three speed gear box, and thence through an open propeller shaft to the spiral bevel final drive. The front tyres are 32 in. by 6 in. high pressure and the rear tyres are 34 in. by 7 in. high pressure mounted on single disc wheels with eight studs for quick removal. The "Manchester" 30/35 cwt. models follow the same engine and chassis lay-outs as the two-ton type, but have lighter springs, rear wheel brakes and detachable steel spoke wheels having 32 in. by 6 in. tyres front and rear. The Willys-Overland 10-cwt. van has a large capacity body, a four cylinder mono-bloc engine, 3⅛ in. bore by 4¾ in. stroke, claimed to develop 40 h.p. at its peak. The drive is taken through a single dry-plate clutch and thence through an open propeller shaft with two metal oil lubricated universal joints to the spiral bevel final drive. Engine and chassis details are the same as for the 10-cwt. van, but the chassis is fitted with a pleasing saloon body with one 36 in. door at each side, and a large concealed 42 in. door in the rear of the body.

W. Wilson & Son (Herts), Ltd., 70 Victoria Street, London, S.W.1. Stand No. 53. The Wilson-Garner motor horse box will be shown. This box has been built for use as a loose box if required or to carry two horses each in a separate stall. The horses have a clear standing space, there are no wheel arches or other obstacles in the floor of the stalls which is well drained and gives ample space. The paddings of the stalls are of leather and rubber, giving a smart appearance. Easily cleaned and more sanitary than canvas or cocoanut matting.

Wilson Motor & Engineering Co., 20 High Street, Kingston-on-Thames. Stand No. 124. The exhibits will consist of (1) a laundry body fitted on a Morris commercial 30 cwt. chassis and (2) a furniture carrying body mounted on a 3-ton "Y" type Morris commercial chassis.

Wilton Carriage Company, Limited, 470, London Road, Croydon. Stand No. 23. Upon a 30-cwt. Bean chassis there will be mounted an all-weather coach fitted with "Sun Saloon" head operated by a winding handle. Arm-chair seats covered with furniture hide, foot rests to each seat. Illuminated indicators front and rear. Inlaid mahogany cabinet work, drop windows, sunvizor to windscreen. On a Vulcan "Duchess" chassis will be a luxury parlour coach to carry 24/26 passengers. Streamline body with full dome back. Two doors on the near side and one for the driver. All side windows made to drop, fitted with Quicktho lifts. Armchair seats covered in figured moquette with down cushions. Foot rests to all seats. Blue pile carpet on floor. Nickel plated parcel racks. Blue curtains to windows. Interior roof and side panels covered with special fabric, blue shot with gold. Body heated by Metcalfe's patent system taken from radiator. Mahogany cabinet work suitably inlaid. Interior lit by eight large nickel plated flush lamps in roof.

Yorkshire Patent Steam Wagon Co., Hunslet, Leeds. Stand No. 56. The exhibit will consist of a W.J. rigid six wheel steam wagon with hydraulic three-way tipping gear and also a W.J. model chassis arranged so as to display all working parts. The principal features of the W.J. Yorkshire steam wagon are:—(a) A double ended locomotive type boiler with super-heaters in the smoke boxes. A vertical engine developing 6 b.h.p. A feature of the rear bogey carriage is that each axle is driven by an independent propeller shaft which is claimed to provide both accessibility and a reduction of angular movement in the universal joints to a minimum. The axles are worm driven and are automatically lubricated throughout. This vehicle is the first steam cardan shaft drive rigid six wheeler. Altogether the Yorkshire rigid six wheeler is a most interesting vehicle. It is very economical in fuel and will carry loads from 10 to 15 tons.

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Accessories, Components and Garage Equipment.

A. C. Sphinx Sparking Plug Co., Ltd., Bedford Street, Birmingham. Stand No. 321. Ranges of A.C. sparking plugs, A.C. oil filters, fuel pumps and air cleaners.

Acton Manufacturing Co., Strafford Road, Acton, London, W.3. Stand No. 213. As manufacturers of spares of all descriptions for all well-known types of lorries and specialising more particularly in Peerless lorry spares such as crown wheels, valves, valve guides, gudgeon pins, shackle bolts, pistons, steering ball pins, etc., the firm will be showing a comprehensive range.

Amalgamated Carburetters, Ltd., Holford Works, Perry Barr, Birmingham. Stand No. 346. "Amal" carburetters incorporating the "Economiser," petrol filters, "Flow-meters" and "Jet Calibrating Machines."

T. B. Andre & Co., Ltd., Victoria Gardens, Ladbroke Road, Notting Hill Gate, London, N.W.11. Stand No. 363. A special feature of this stand will be the "Silent-bloc" bearing which we noticed, when writing our advance reports on chassis to be exhibited, is adopted by many motor manufacturing firms.

Anglo-American Oil Co., Ltd., 36 Queen Anne's Gate, London, S.W.1. Stand No. 150. The firm will be exhibiting a range of G. & B. pump installations both for inside and outside, also a cheap commercial bulk storage outfit and a portable outfit, Pratts "High Test" and Pratts "Commercial" spirit. Special interest attaches to this year's exhibits owing to the introduction of two new lines—Pratts motor oil and Pratts High Test petrol. The motor oil is the result of years of research work on the part of the Company's chemists and technicians. For the "High Test" petrol two important claims are made, namely, remarkable power development and wonderful acceleration. It will also be remembered that the firm markets Pratts Ethyl spirit.

George Angus & Co., Ltd., Telamite Works, Bentham, near Lancaster. Stand No. 242. A range of Telamite brake linings, clutch leathers, spring pads, etc.

Anti-Attrition Metal Co., Ltd., 1, Victoria Street, Westminster, London, S.W.1. Stand No. 343. Patent anti-attrition bronzes and white bronze products, comprising:—Big end connecting rod bearings, crankshaft bearings, Gudgeon pin bushes, floating wheel hub bushes, worm wheel, water pump bodies, bushes and bearings for gear boxes, brake gear and all other wearing parts of motor chassis. Also chill cast solid and cored sticks, for the manufacture of small bushes, bearings, sleeves, etc.

Auster, Ltd., Crown Works, Bradford Street, Birmingham. Stand No. 302. A display of the latest type wind

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shields, all-weather equipment, head fittings and general body fittings.

Auto-Klean Strainers, Ltd., 40 Trinity Square, London, E.C.3. Stand No. 194. "Auto-Klean" gauzeless self-cleaning petrol filter in three models. Large strainers for filling stations. Lubricating strainers for motor vehicles and special models for testing new engines. Special lubricating strainers as fitted to the engine crank cases of many of the outstanding vehicles in this Exhibition. Pedal operated Auto-Klean lubricating strainers, completely automatic. The Waste Oil Reclaimer, a money-saving device for garages, service stations, etc. Price from £5.

Automotive Products Company, 3 Berners Street, London, W.1. Stand No. 362. Timken axles, Borg and Beck clutches, Fuller gear boxes and clutches, Lockheed hydraulic brakes, Hannum steering gears, Oakes fans, Mather springs, Philbrin coil ignition, Cleveland graphite bronze bushings, Autoduct link-v-belting, Atwood adjustable door bumpers, and Purolater—the oil filter.

B.E.N. Patents, Ltd., 92 Tottenham Court Road, London, W.1. Stand No. 185. The exhibit will, of course, include the various well-known B.E.N. washers, and amongst the newer exhibits will be the B.E.N. mechanical flexible drive polishing machines for polishing cellulose lacquers; it is claimed that this machine cuts down the time taken for rubbing and polishing by at least 50 per cent. There will also be the B.E.N. dual air unit as a high pressure greaser. The unit is well known as a combination spray paint and tyre inflation unit and it may now be adapted for a further purpose, namely, that of greasing in conjunction with a Tecalemit high pressure greaser.

B. H. B. Self-Adjusting Pistons, The Green, Twickenham, Middlesex. Stand No. 231. B. H. B. self-adjusting pistons, Whatmough-Hewitt combustion heads, Autostats (air temperature regulator), ball end tappet adjusting screws, carburetter jets, and the "Seeger" retaining ring.

Barrett Tagant & Gotts, Ltd., Chase Street Works, Red Bank, Manchester. Stand No. 175. A range of oils and greases known as the "Maxima" brand.

E. P. Barrus, Ltd., 35, 36, 37 Upper Thames Street, London, E.C.4. Stand No. 245. Blackhawk hydraulic lifting jacks and socket wrenches, Van Norman valve refacers and reseaters, Stanley electric drills and grinders, decarbonizing tools, precision tools, Stanley Atha automotive tools, Cleveland drills and reamers, Porter bolt cutters and nut splitters, Disston files and saws, Bernard pliers, punches and wrenches and the Union steel tool chest.

Batteries, Ltd., Hunt End Works, Redditch. Stand No. 292. The subject of this exhibit will be the "Nife" nickel steel alkaline cadmium accumulators which, being constructed mainly of steel, will stand any amount of vibration.

G. Beaton & Son, Ltd., Beatonson Works, Victoria Road, Willesden, London, N.W.10. Stand No. 99. They will be exhibiting their "Plein Azur" sliding roof fitting which will also be seen on many of the coaches exhibited in the show; also there will be exhibited a new type of hinge known as the Beatonson patent D.F. ball-jointed steel hinge.

Beckett, Laycock & Watkinson, Ltd., Acton Lane, London, N.W.10. Stand No. 279. The principal exhibits will be the Beclawat sunk handle and horizontal sliding windows, type B.5. They will also show their circular revolving ash trays, silent window channel and various other small window fittings.

Bell Punch & Printing Co., Ltd., The Island, Uxbridge, Middlesex. Stand No. 201. Everything in connection with fare control systems, such as conductors bell punches, ticket racks, cash bags, etc.

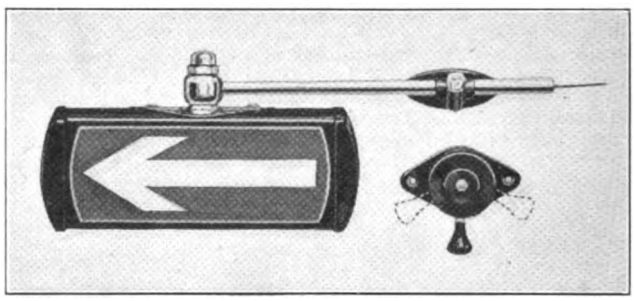
Bendix-Perrot Brakes, Ltd., Westwood Road, Witton, Birmingham. Stand No. 257. One of the most interesting exhibits will be the Bendix-Cowdrey dynamic brake tester. This measures the braking effect on each wheel of a motor vehicle, the reading being in terms of road pull. In its simplified form the brake tester consists of two, or more, pairs of grooved rollers driven by electric motors, one pair being placed under each wheel to be tested; these rollers, when rotated, drive the vehicle wheels and actually take the place of the road. By suitable reducing gear, together with weighing mechanism, a direct reading of "the pull of the road" at each wheel can be obtained, and the necessary brake adjustment can be scientifically made.

A. E. Bennett & Co., Bercy's Buildings, George Street, Liverpool. Stand No. 251. Photographs of fleets of buses and commercial vehicles lubricated with Viscol. Original carbon filter papers showing a minimum of carbon deposit with Viscol oils as compared with some other brands.

Benton & Stone, Ltd., Bracebridge Street, Birmingham. Stand No. 280. Prominent will be the Enots commercial vehicle jack, heavy type flexible and Autolub lubricating guns, cork seated petrol taps, filters, commercial type radiators and petrol filler caps.

J. Blakeborough & Sons, Ltd., Woodhouse Works, Brighouse, Yorks. Stand No. 268. A range of the firm's commercial fire extinguishers including the Nuswift type "C" machine suitable for commercial vehicles.

Bluemel Bros., Ltd., Wolston, near Coventry. Stand No. 340. Amongst a very wide range of useful accessories there will be neat direction indicators which can be controlled from the facia board and have no



BLUEMEL'S "WAYLITE" DIRECTION INDICATOR AND SWITCH.

mechanical moving parts; also there will be steering wheels, plates and the "Beamlight" rear lamp.

S. F. Bowser & Co., Inc., Windsor House, Victoria Street, London, S.W.1. Stand No. 154. The firm will be showing their new type of petrol dispensing unit which supersedes the old types of petrol pumps.

Bristol Pneumatic Tools, Ltd., Causeway Works, Fishponds, Bristol. Stand No. 248. The exhibit will include air compressors from the smallest 2¼ cub. ft. belt driven machine up to the very largest sizes required for garage purposes. There will also be the Bristol tyre pressure control for servicing tyres accurately from either air storage tanks or direct from small compressors.

British Belting and Asbestos, Ltd., 59 Southwark Street, London, S.E.1. Stand No. 229. "Halo" brake shoe linings and clutch disc rings. "Mintex" brake shoe linings and clutch disc rings. "Scandinavia" patent bevel woven selvedged clutch liners. "Scandinavia" bonnet and radiator dampers. "Scandinavia" endless woven fan belts. "Scandinavia" textile straps and Ford specialities.

British Bock Bearings, Ltd., 120 Cornwall Street, Glasgow. Stand No. 352. The exhibit will consist of the Bock taper roller bearing and the components thereof.

British Piston Ring Co., Ltd., Holbrook Lane, Coventry. Stand No. 225. Brico piston rings and Scraypoil rings, stepped and slotted types, Rotokast cylinder liners all made from centrifugal castings in the firm's own foundry, also shackle bolts and gudgeon pins, valve guides and valve tappets.

British Thomson-Houston Co., Ltd., Rugby. Stand No. 335. Not only will there be a number of magnetos designed for commercial vehicles but combined magneto-coil ignition sets, impulse starters, automatic ignition timing devices, flexible magneto couplings with infinitely variable adjustment, Fabroil silent timing gears and Mazda automobile electric bulbs. The magnetos are of the rotating armature, rotating magnet and polar inductor types and there is to be shown for the first time the B.T.H. type HE magneto, particularly suitable for use with large commercial engines.

British Timken, Ltd., Cheston Road, Aston, Birmingham. Stand No. 188. A representative range of Timken tapered roller bearings, a Leyland commercial hub section showing the application of Timken bearings to the worm shaft.

J. Brockhouse & Co., Ltd., Victoria Works, Hill Top, West Bromwich. Stand No. 181. Laminated springs and spring fittings, cast and pressed steel wheels, axles—ball, and roller bearing, and phosphor-bronze floating bushes for motor trailers; stampings, forgings, windscreens, etc.

David Brown & Sons (Huddersfield), Ltd., Park Works, Lockwood, Huddersfield. Stand No. 287. The firm's well-known patent worm gearing, centrifugally cast worm wheel bronze, "No. 4" standard gear box, Amherst

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Villiers "DBS" superchargers, hobs, cutters, calipers, patent reamers, spiral bevel gears, differential bevel gear and worm steering gears.

Brown Bros., Ltd., Brown's Buildings, Great Eastern Street, London, E.C.2. Stand No. 295. The firm will be showing accessories and spares of every description, also car washers and car cleaners.

R. Cadisch & Sons, 5 and 6 Red Lion Square, London, W.C.1. Stand No. 161. A complete exhibit of all the firm's latest items of garage equipment and labour saving tools, amongst which will be the B.E.N. dual air unit, Black and Decker range of electric tools, Tecalemit lubricating devices, tanks, etc., The Ekco air station, Laycock hydraulic car washer, L.S.D. pressure cleansing tanks and a complete range of commercial mirrors, horns and odometers.

Car and General Insurance Corporation, Limited, 83 Pall Mall, London, S.W.1. Stand No. 12. Prospectuses, etc., in respect to insurance of all types of commercial vehicles.

Carless, Capel and Leonard, Hope Chemical Works, Hackney Wick, E.9. Stand No. 240. The special feature of this stand will be petrol pumps and a lubricating oil cabinet.

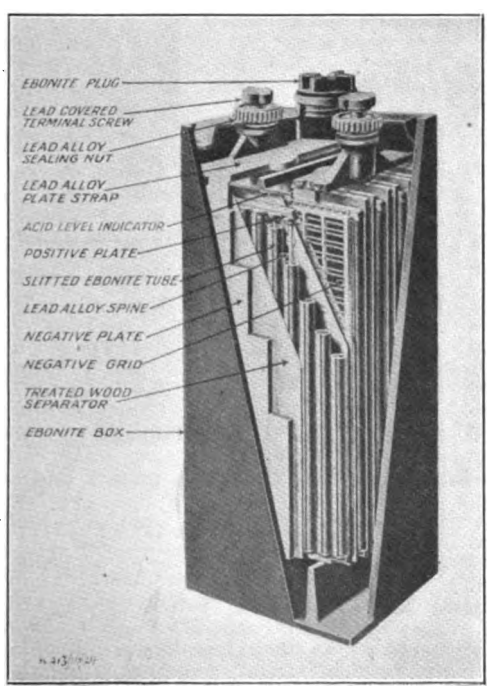
William E. Cary, Ltd., Red Bank & Adeline Street, Manchester. Stand No. 207. Cary laminated springs, spring eyes, Cary bumpers, pressed steel disc wheels, trailer axles with floating bushes, ball and roller bearings, a horse box trailer set and various trailer fittings and stampings, also motor body fittings, and tipping gears.

Caxton Name Plate Manufacturing Co., 11, 13 and 15 Rochester Row, Westminster, London, S.W.1. Stand No. 8. Name plates engraved or cast in various metals and in Ivorine; enamelled badges, skeleton plates for radiators, letters and numbers, etc.

Challenge Oil Co., Ltd., Howard Works, Stoke Newington, N.16. Stand No. 318. Challenge and Super-Challenge motor oils and greases.

Champion Sparking Plug Co., Ltd., 83 Pall Mall, London, S.W.1. Stand No. 174. The subject of the exhibit will be the Champion type 8 C.V. plug designed for heavy duty transport work.

A. W. Chapman, Ltd., Ranelagh Gardens, Hurlingham, London, S.W.6. Stand No. 222. The "Thermorad" car heater and footwarmers. The "Nevajam" shock absorber, load adjuster and spring saver, designed to prevent swaying of high bodies vans and takes extra load. The "Louvre" step mat and "Leveroll" sliding seat mechanism.



EXIDE-IRONCLAD BATTERY. CELL CUT AWAY TO SHOW CONSTRUCTION.

Chloride Electrical Storage Co., Ltd., Clifton Junction, near Manchester. Stand No. 200. Exide batteries for starting and lighting commercial motor vehicles of all kinds, also Exide-Ironclad batteries for heavy duties on petrol driven vehicles such as starting and lighting heavy commercial motors, buses and coaches. Exide-Ironclad batteries for propelling electric vehicles.

Charles Churchill & Co., Ltd., 9-15 Leonard Street, Finsbury, London, E.C.2. Stand No. 177. The exhibit will include garage equipment, air compressors, tyre inflators, etc.

William Clark, 11½ Great Dover Street, Borough, S.E.1. Stand No. 182. A comprehensive range of parts and accessories.

Clayton Dewandre Co., Ltd., Titanic Works, Lincoln. Stand No. 187. Specimens of the Dewandre vacuum servo brake mechanism now in almost universal use on heavy vehicles. There will be demonstrated a large unit employed on heavy vehicles. A light type also will be shown for use on light chassis. The Rubury-Alford and Alder front wheel brake will be exhibited as a complete assembly for a bus. The Clayton-Still wire wound tube for radiator construction will also be shown.

Clews Petersen Piston Ring & Engineering Co., Ltd., West Heath Works, Mill Lane, West Hampstead, London, N.W.6. Stand No. 347. A large range of the "Clupet" piston rings will be shown.

Robert W. Coan, Ltd., Coan House, Duncan Street, Islington, N.1. Stand No. 349. Aluminium castings of all descriptions used in motor chassis and body construction.

Cocker Bros., Ltd., Fitzalan Works, Sheffield. Stand No. 344. Specialising in spring manufacture, this firm will exhibit a comprehensive range of laminated and other springs and spring fittings.

Commercial Motor Users' Association (Incorporated), 50 Pall Mall, London, S.W.1. Stand No. 105. Officials of the Association will be in attendance to answer enquiries and to enrol commercial motor users as members.

Connolly Bros. (Curriers), Limited, Charlton Street, Euston Road, London, N.W.1. Stand No. 305. The exhibit will consist of real leather hides, treated in various ways and suitable for all upholstery and other purposes in connection with motor body construction.

Cooper-Stewart Engineering Co., Ltd., Stewart House, 136/137 Long Acre, London, W.C.2. Stand No. 323. There will be a complete range of the Stewart speedometers, revolution indicators, hubodometers, tachometers, also the Stewart model M.3 speedometer with sealed head, specially designed for heavy lorries. The exhibit will also include bulb horns, observation mirrors, direction indicators, etc.

Cooper, Webb-Jones & Co., Stockwell Works, Walsall, Staffs. Stand No. 339. The "Sidno" patent all-weather hood fittings for passenger vehicles will be shown.

Cooper's Mechanical Joints, Limited, 81½ Lower Kettering Lane, London, S.E.11. Stand No. 224. Copper and asbestos gaskets, compressed asbestos jointings, laminated cork joints, trimming panels, rubber insertion joints, various washers, etc.

Coventry Chain Company, Limited, Spon End Works, Coventry. Stand No. 334. The Company will exhibit:—(1) A six cylinder engine sectioned to show the application of a Duplex roller chain to the driving of an overhead camshaft and auxiliaries. An automatic tensioner is fitted to the drive for the purpose of maintaining the chain in correct adjustment. The use of this accessory permits adjustment to be made without moving the auxiliary shaft. (2) Automatic tensioners as fitted to prominent commercial vehicles will also be exhibited. (3) Samples of single, duplex and triplex roller chains and of inverted tooth chains used for camshaft driving. (4) Samples of single and duplex heavy roller chains used for the final drive of commercial vehicles.

Coventry Climax Engines, Ltd., Friars Road, Coventry. Stand No. 255. A range of the Coventry Climax engines of from 5 h.p. up to 36 h.p.

Coventry Radiator & Presswork Co., Ltd., Raglan Works, Lower Ford Street, Coventry. Stand No. 284. commercial vehicle radiators of all kinds for well-known commercial vehicle manufacturers. The speciality will be the Clayton-Still type radiator.

Cox & Co., 135 Lower Richmond Road, Putney, S.W.15. Stand No. 217. The principal exhibit is to be windscreens and the adaption of the firm's patent movement to the commercial motor screens, the features of which are (1) rigid lock; (2) watertight and (3) simplicity. Louvre ventilators, tilt covers and luggage trunks and carriers will also be on view.

Cresswell's Asbestos Co., Ltd., Wellington Mills, Bradford. Stand No. 160. Chekko pure asbestos brake and clutch linings and materials from which Chekko is manufactured, fibre in crude state and Chekko in the making, also in sheets and rollers, etc.

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Culverhouse & Sons, 72/76 Newington Causeway, S.E.1. Stand No. 17. All bus and coach fittings, including inside linings, leather, lorry iron work, screens, etc.

D.P. Battery Company, Ltd., Bakewell, Derbyshire. Stand No. 282. Various types of Kathanode batteries including bus lighting batteries, traction cells and component parts.

D.P. KATHANODE BATTERY.

Thomas De La Rue & Co., Ltd., 90, Shernhall Street, Walthamstow, London, E.17. Stand No. 210. A complete range of lighting and starter battery containers in the firm's acid proof moulding material known as "Telenduron."

Delco-Remy and Hyatt, Ltd, 111 Grosvenor Road, London, S.W.1. Stand No. 186. A comprehensive range of garage equipment including the "Roll-a-Car" Walker jacks, Bink's paint spray equipment, air compressors, brake testers, shock absorbers, etc.

W. B. Dick & Co., Ltd., 26 Grosvenor Gardens, London, S.W.1. Stand No. 152. Samples of the firm's well-known "ILO" brand oils will be shown

Docker Brothers, Rotten Park Street, Ladywood, Birmingham. Stand No. 3. Panels showing as finished products the firm's paints, enamels and varnish, together with their "Induroleum" flooring.

Dominion Motor Spirit Co., Ltd., 34, Bishopsgate, London, E.C.2. Stand No. 275. Acme and Dominion motor spirit, petrol pumps, models of road, rail and barge tanks.

W. H. Dorman & Co., Ltd., Stafford. Stand No. 342. A range of the popular Dorman engine as follows:—A 100 h.p. 6-cyl. type 6RH; a 72 h.p. 4-cyl. type 4RH; a 50 h.p. 6-cyl. type 6JUL; a 45 h.p. 4-cyl. type 4JORX; a 35 h.p. 4-cyl. type 4RU; a 30 h.p. 4-cyl. type 4JUD; a 30 h.p. 4-cyl. type 4JUS; an 18 h.p. 4-cyl. type 4MRA, and also a Dorman gear box, etc.

Dover, Limited, Northampton. Stand No. 272. The exhibit will consist of the well-known "Doverite" non-inflammable material and examples of its application as a covering to a variety of body and chassis fittings, particularly steering wheels.

Alexander Duckham & Co., Ltd., 6 Broad Street Place, London, E.C.2. A range of special commercial motor oils, also a demonstration showing the fluidity of the firm's "Adcol" oil at low temperatures.

Edmunds, Walker & Co., Ltd., 6 Newman Street, Oxford Street, London, W.1. Hoffman, Ransome and Marles and Timkin ball and roller bearings.

Englebert & Co., 119 and 125 Finsbury Pavement, London, E.C.2. Stand No. 164. "Lubol" motor oils and greases.

Equipment and Engineering Co., Ltd., 2 and 3, Norfolk Street, Strand, London, W.C.2. Stand No. 218. A comprehensive range of garage equipment.

F. H. Eve, Ltd., Old Bedford Road, Luton. Stand No. 196. Various models of the "Empire" engine stand will be shown.

Ewarts, Ltd., Dudley. Stand No. 176. Hot brass stampings, bonnet fasteners, petrol taps and wheel nuts.

Ferodo, Limited, Sovereign Mills, Chapel-en-le-Frith, via Stockport. Stand No. 338. Ferodo bonded asbestos brake lining. The standard woven material supplied in a large variety of widths and thicknesses, in rolls and strips. Ferodo bonded asbestos brake lining in sheet form from which brake linings may be cut to any required width and length, when a particular size is not immediately available in the standard roll material. Ferodo bonded asbestos die-pressed brake linings—a highly compressed material produced to close limits of size in any reasonable width, length, thickness, and radius, supplied from stock for well-known makes of cars. Boxed sets of die-pressed linings ready drilled and complete with necessary rivets, for Morris commercial vehicles.

FERODO PUBLICITY.

Ferobestos brake linings, particularly suitable for working against low carbon steel drums. Ferodo bonded asbestos die-made discs, for plate clutches, in a large variety of sizes, from 4 in. to 21 in. external diameter. and in thicknesses $\frac{1}{8}$ in. to $\frac{5}{16}$ in. Ferobestos clutch discs are produced from the same quality of material as Ferobestos brake linings and have the same physical characteristics. Ferodo fibre linings for cone clutches — a solid woven cotton fabric supplied formed to correct angle and dimensions ready for fitting to cone. Ferodo Bonrest—a strong tough material for bonnet linings. Prevents rattle. Practically unwearable and unaffected by heat.

Fisher & Ludlow (1920), Ltd., Albion Works, Rea Street, Birmingham. Stand No. 157. Axle cases, brake components and body fittings generally. Also such components as hub caps, cylinder head covers, petrol tanks, wings, wing stays, etc.

W. T. Flather, Ltd., Standard Steel Works, Sheffield. Stand No. 333. "Ubas" steels used in the construction of motor vehicles. There will be specimens showing the properties of this steel in the case hardened condition. It will be shown as gearing, worm shafting, pins, camshafts, etc. There will also be Keystone and alloy steels and various other brands of steel in the rough and manufactured.

Flexible Lamps, Ltd., 59 New Oxford Street, London, W.C.1. Stand No. 316. The exhibit will consist of the "Rubbolite" stop and rear lamps. As they are made of rubber they are unbreakable, nor can they be damaged by collision. The broken glasses can be instantly replaced. An extra set of glasses is supplied with each lamp. A range of these lamps will be shown.

Gallay Radiator Co., Ltd., 103/105 Scrubbs Lane, Willesden, London, N.W.10. Stand No. 269. Radiators of various well-known vehicles such as Guy, Citroen, Brockway, Low Loaders, Easy Loaders, Vickers Transport and other examples. The Gallay Thermostat shutter control.

Glico Petroleum, Ltd., Alexandra House, Queen Square, London, W.C.1. Stand No. 331. Packages for containing Carburine and Glico motor spirit, Glico Benzole mixture, "Decco Turps" and models of pump installations for both spirit and lubricating oil.

J. Gliksten & Son, Ltd., Carpenters Road, Stratford, London, E.15. Stand No. 58. Hardwoods for motor body construction generally.

Godins, Aldine Place, 142 Uxbridge Road, Shepherd's Bush, London, W.12. Stand No. 314. Windscreens, Louvre ventilators, rug rails and slamlocks.

Fredk. J. Gordon & Co., Ltd., 92 Charlotte Street, London, W.1. Stand No. 208. The Hobart range of garage equipment including battery chargers, test benches, air compressors, various garage tools, gauges and other instruments.

Greenwich Leathercloth Co., Ltd., 40 Shaftesbury Avenue, London, W.1. Stand No. 327. "Durex" leathercloth for exterior body covering and for interior upholstery.

Hadfields, Ltd., East Hecla Works, Sheffield. Stand No. 203. The firm will be showing examples of the wide range of steels which they manufacture for the motor industry including the "Hecla" and "Era" brands. There will also be a display of laminated motor vehicle springs.

Hall & Hall, 47 Leadenhall Street, London, E.C.3. Stand No. 267. "Hallite" motor jointing also washers and gaskets, special moulded packings in sets for commercial vehicles, copper and asbestos cylinder head gaskets and various other packing suitable for cars, also "Phiberoid" jointing material, "Halls" corkinsert, gear felt and felt washers.

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Hall & Pickles, Ltd., Port Street, Manchester. Stand No. 159. High-speed tool steels, crucible cast and alloy steels and various other quality steels will be shown.

Hallam, Sleigh & Cheston, Widney Works, St. Paul's Square, Birmingham. Stand No. 268. "Widney-Stuart" and "Widney" coach fittings and furniture, such as drop window mechanism, parcel racks, ash trays, lamps, grab handles, etc.

Handford Greatrex & Co., Ltd., Walsall. Stand No. 270. Motor hides for upholstery, finished in any colour and various grains.

Andrew Handyside & Co., Ltd., Britannia Iron Works, Derby. Stand No. 221. Cylinder, cylinder heads, pistons and other engine parts in grey iron alloy, also chassis parts such as brake drums in "Whiteheart" malleable cast iron.

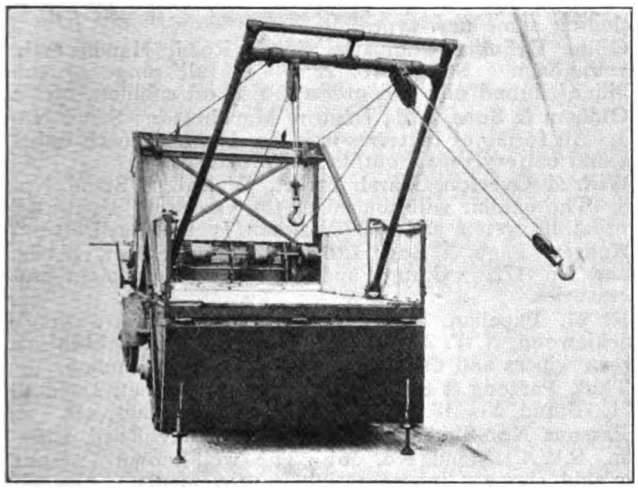
Harcourt Engineering Co., Ltd., Works Road, Letchworth, Herts. Stand No. 226. A large number of pistons finished, machined, in sand-cast and die-cast aluminium alloys and in cast iron.

Hardoll, Ltd., Queen's Park Works, 111 Salusbury Road, Kilburn, London, N.W.6. Stand No. 190. There will be a comprehensive range of petrol measuring and distributing pumps of the automatic and visible types.

Hardy Spicer & Co., Ltd., Birch Road, Witton, Birmingham. Stand No. 297, Main Gallery. Propeller shafts and universal joints, flexible couplings, oil-less bearings and self-lubricating bearings, will comprise the chief items of this exhibit.

John T. Hart & Sons, Wright's Buildings, Grange Road, Bermondsey, London, S.E.1. Stand No. 11. Coloured upholstery leathers and hides finished with a preparation of cellulose also enamelled hides for hoods.

Harvey Frost & Co., Ltd., 148-150 Great Portland Street, London, W.1. Stand No. 227. A selection of



THE H.F. DUAL SALVAGE CRANE.

new and standard HF equipment representing the HF range of vehicle maintenance, servicing and re-conditioning appliances. (1) HF Hydroforce vehicle washing plant for from 2 to 6 guns capacity, incorporating the Triplex pump. Delivers water at 300 lbs. per sq. in. pressure at infinite variation between a forceful cutting jet to a finely atomized spray. (2) HF standard brake tester for determining brake efficiency standards of individual vehicles and registering actual developed brake power. (3) Breakdown equipment such as HF dual crane for breakdown or loading, HF salvage cranes (heavy and medium duty) towing ambulances and towing poles. The dual crane leaves the floor of the breakdown lorry clear so that it can be used for any purpose other than breakdown work. (4) The complete range of tyre servicing appliances for which this firm is so well-known includes HF vulcanizing plants, re-treading moulds, tyre changers, rim wrenches, wheel pullers, tyre spreaders for facilitating the inspection and repair of giant and other covers, and spreaders are supplied for either hand or pneumatic operation. (5) An improved water-cooled air compressor plant with electric drive and automatic cut-out is one of the new models shown. There is a complete range of air compressors of the best type specially designed for garage and workshop use. General equipment includes high pressure greasing apparatus, floor cranes, garage presses, valve grinders, piston aligners, frame straighteners, "Hutto" and "Sunnen" cylinder grinders, paint sprays, portable electric drills, sanders, etc. There is also a fine selection of lifting devices, including high lifting jacks, lorry jacks and trolley jacks.

O. C. Hawkes, Ltd., Globe Works, Bromsgrove Street, Birmingham. Stand No. 21a. The firm's safety glass will be shown in various forms and in various finishes.

Thos. P. Headland, Pearman Street, Westminster Bridge Road, London, S.E.1. Stand No. 232. Garage equipment and general accessories, tools, anti-skidding devices and shock absorbers.

Hemming Bros., 233 Highgate Road, Sparkbrook, Birmingham. Stand No. 239. The exhibits will be as follows:—(1) A mechanically operated head fitting for all-weather motor coaches. (2) A hand operated head fitting.(3) An all-metal all-weather coach equipment and (4) all-weather coach fittings generally.

Hermetic Rubber Co., Ltd., "Hermetic" Works, Ryland Street, Birmingham. Stand No. 184. Patent flexible fabric coupling discs for driving and transmission shafts and couplings fitted with ferruled face plates to regulate compression and alignment. Horn bulbs, garage hose, tubing, rubber bushes and rings, tyre liners, foot pumps and pressure gauges.

G. N. Higgs, "Chromaloid Works," Oaklands Road, Cricklewood, London, N.W.2. Stand No. 247. Various samples of commercial vehicle parts treated with Chromaloid being a new process of Chromium plating.

Hills (Patents), Ltd., 33-34 Great Pulteney Street, Piccadilly, London, W.1. Stand No. 253. Number plates in solid, cast and polished aluminium.

H. M. Hobson, Ltd., 47-55 Acton Vale, London, W.3. Stand No. 296. A range of Claudel-Hobson carburetters and the Hobson K.S. Telegage which records the amount of petrol in the tanks in gallons. The Hobson "Perfect" window regulators, sparking plugs and a patent locking device for the prevention of theft of spare wheels, etc.

Hoffmann Manufacturing Co., Ltd., Chelmsford. Stand No. 294. A complete range of the well-known Hoffmann ball and roller bearings, also Hoffmann balls and rollers, suitable for all motor engineering purposes.

John Holroyd & Co., Ltd., Milnrow, near Rochdale. Stand No. 230. An interesting display of gears and parts for the commercial motor industry.

Homo, Ltd., 134 High Road, New Southgate, London, N.11. Stand No. 211. Number plates and sign plates of all descriptions in the firm's own brand of aluminium. Also aluminium step mats, tail lamps, etc.

Hope Hartope & Co., 43 Gower Street, London, W.C.1. Stand No. 289. Samples of the different lubricating oils this firm supplies.

Frank How & Co., Ltd., Trogon Wharf, 77-87 High Street, Stratford, London, E.15. Stand No. 148. A range of up-to-date equipment the firm supplies to those customers contracting for Trogon oils taken over a period. Also samples of Trogon aviation oils for long distance coach lubrication.

Hoyt Metal Company of Great Britain, Ltd., Deodar Road, Putney, London, S.W.15. Stand No. 291. The range of the firm's I.C.E. anti-friction metals shown as bearings and in sample bars.

Humfrey-Sandberg (Sales), Ltd., Transport House, Smith Square, London, S.W.1. Stand No. 212. The Humfrey-Sandberg free-wheel clutch will be shown in various sizes.

A. A. James, Ltd., St. George's Works, West Bromwich. Stand No. 178. The exhibits will consist of spring work, wire work and general iron work for the motor trade.

W. G. James, Ltd., 14 Mortimer Street, Regent Street, London, W.1. Stand No. 345. The firm specialise solely on the manufacture of valves for engines and will exhibit a range of specimens, produced by the Crypto patent process.

George Johnston, Ltd., 173, 175, 177 Shaftesbury Avenue, London, W.C.2. Stand No. 59. Leather and upholstery fabrics, electric lights, bent timber and air extractors.

A. A. Jones & Shipman, Ltd., East Park Road, Leicester. Stand No. 170. This firm will be exhibiting their usual range of reseating tools, also jacks, spanners, T. & J. reamers, 12 in. by 6 in. garage grinders, small drilling and grinding machines, electric drills, small tools, vices, etc.

C. L. Jones, 18-26 Church Street, Islington, London, N. Stand No. 263. There will be exhibited examples of repairs by electric arc and oxy-acetylene welding methods and a comprehensive selection of repaired cylinders, gear boxes, crankcases, crankshafts and axles, etc.

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K.L.G. Sparking Plugs, Ltd., Robinhood Engineering Works, Putney Vale, London, S.W.15. Stand No. 313. A complete range of K.L.G. sparking plugs, specially designed for commercial vehicle engines, including the K.L.G. model 576 heavy duty plug.

Kirkstall Forge, Ltd., near Leeds. Stand No. 332. A complete bogie for a six wheeler 10/12-ton vehicle, a front wheel brake axle complete for a 32-seater chassis, one rear axle complete with gears and brake gear for a similar chassis, a front axle with hubs for a 2½-ton goods vehicle and a rear axle complete with gears and brake gear for the same.

Lake & Elliot, Ltd., Albion Works, Braintree, Essex. Stand No. 306. A complete range of jacks for commercial vehicles both mechanical and hydraulic. A range of garage equipment, a range of motor tools, consisting of brazing lamps, tool grinders, breast drills and valve reseaters, and a collapsible jacking ramp.

Lamplugh Spring Seats, Ltd., New Oxford House, Hart Street, London, W.C.1. Stand No. 252. Models of spring seats for public service vehicles will be the subject of this exhibit.

Laystall Motor Engineering Works, Ltd., Ewer Street, Southwark, London, S.E.1. Stand No. 266. Examples of the Laystall productions and special motor repairs, including new crankshafts and crankshafts re-ground and new camshafts and camshafts re-ground, cylinder grinding and oversize pistons, lightweight cast iron pistons. The Laystall process for scored cylinder repairs, welding of cylinders, crankcases and other parts and scientific engine overhauling.

Light Production Co., Ltd., 60/66 Rochester Row, Westminster, London, S.W.1. Stand No. 241. "Cygnet" piston rings, scraper rings, gudgeon pins, shackle bolts and the new Aerolite Mark IV compensating piston.

C. Lindley & Co., Ltd., 34 Englefield Road, London, N.1. Stand No. 158. Bright bolts, nuts, screws, wheel studs, etc., also machine tools such as lathes, drilling and milling machines and engineers' small tools and garage equipment.

Liquid Measurements, Ltd., Hammond Works, Victoria Road, North Acton, London, N.W.10. Stand No. 139. Various models of the Hammond outside and inside visible petrol pumps will be shown and lubricating oil storage equipments and tank cleaner apparatus.

Lodge Plugs, Ltd., Rugby. Stand No. 301. There will be a complete range of well-known Lodge plugs suitable for all classes of commercial motor works. The Lodge CV plug will be shown together with a new long reach model CVL, 1 in. reach.

London Lubricants, Ltd., Old Ford, London, E.3. Stand No. 168. "Trippel" motor oils and greases, "Extel" motor oils and greases, "Sivkel" motor oils and steam wagon and tractor lubricants.

Joseph Lucas, Ltd., Great King Street, Birmingham. Stand No. 303. There will be a full range of "King of the Road" accessories for commercial vehicles, including, of course, the well-known Lucas lamps, windscreen wipers, direction indicators, horns, observation mirrors, jacks, wrenches, oilers, lighting and starting sets, dynamos and general electric equipment, etc.

Lynton Wheel and Tyre Co., Ltd., Warrington, Lancashire. Stand No. 373. The subject of the exhibit will be detachable rims for commercial vehicles fitted to cast steel wheel centres, a system claimed to be an advantage as compared with detachable wheels particularly for use with passenger carrying vehicles.

M. C. L. & Repetition, Ltd., Pool Lane, Langley, Birmingham. Stand No. 153. This firm will have a running set including their 6½ in. dynamo with an output of 35/40 amperes at 12 V. suitable for double-deck buses. Other items will be non-dazzle head lamps and full equipments suitable for all commercial vehicle buses and taxicabs.

M.L. Magneto Synd., Ltd., Victoria Works, Coventry. Stand No. 298. A range of M.L. revolving field magnetos and a complete range of coil ignition units.

Mann Egerton & Co., Ltd., 5 Prince of Wales Road, Norwich. Stand No. 358. The exhibit will consist of tools and general garage equipment.

Matthew Wells & Co., Ltd., Wellsaline Oil Works, Manchester. Stand No. 234. The complete range of "Matwells" motor oils will be shown and the special trial offer of a 40-gallon barrel at £5 will be made.

J. & H. McLaren, Ltd., Midland Engine Works, Leeds. Stand No. 215. A 4-cyl. 60 b.h.p. Diesel engine, type MDB4, which has a speed of 800 r.p.m.; also a type L4 4-cyl. Diesel engine which has a speed of 1,200 r.p.m. and is capable of developing 40 b.h.p.

Miller Bros. (Brighouse), Ltd., Clifton Road, Brighouse, Yorks. Stand No. 319. "Pistoneze" motor oil in one grade only will be demonstrated by means of pistons moving in glass cylinders surrounded by ice to show that the oil is suitable for both winter and summer use. The Miller Anti-Dazzle light control will also be shown.

Morgan, Crossley & Co., Ltd., Miles Platting, Manchester. Stand No. 249. The subject of the exhibit will be the "Tenoid" brand of asbestos lining for use in motor vehicle construction.

Moss Gear Co., Ltd., Tyburn, Birmingham. Stand No. 191. Complete rear axles, worm drive differentials, steering gears, gear boxes and miscellaneous gear units.

National Benzole Co., Ltd., Wellington House, Buckingham Gate, London, S.W.1. Stand No. 258. Samples and packages in connection with the production and distribution of the three products—National Benzole Mixture, National Benzole, and N.B.C. lubricating oil.

National Plywood Corporation, Ltd., Mill Lane, Carpenters Road, Stratford, London, E.15. Stand No. 191. Plywood boards for motor body work.

National Steel Foundry (1914), Ltd., Leven, Fife. Stand No. 329. A comprehensive range of steel castings as used in motor chassis construction.

Newton & Bennett, Ltd., King Street, West, Manchester. Stand No. 290. Hydro-pneumatic shock absorbers and a complete range of brackets, fittings, etc.

R. D. Nicol & Co., Ltd., Prudential Buildings, Sheffield. A complete range of the "Dragonfly" brand of oils, greases and oil storage.

Nobel Chemical Finisher, Ltd., Slough, Bucks. Stand No. 146. "Belco" colour finish will be shown on wood and metal panels. Also suggested colour schemes for buses and vans.

North & Sons, Ltd., Whippendell Road, Watford. Stand No. 328. A full range of "Watford" magnetos including some new types.

Oiline Refining Company, South Road, Handsworth, Birmingham. Stand No. 286. A full range of the "Oiline" brand oils and greases, also oil cabinets, etc.

Oldham & Sons, Ltd., Denton, Manchester. Stand No. 163. All forms of batteries used for bus and coach lighting and battery repair outfits and processes.

Wilfred Overton, Marsh Street, Walsall. Stand No. 308. The exhibit will consist of the Overton "Perfecta" ventilating system and the "Walman" patent head fitting.

Andrew Page & Son, Ltd., 99 Albion Street, Leeds. Stand No. 172. Garage and breakdown equipment and accessories.

R. M. Papelian, Ltd., Trico House, Edgware Road, Cricklewood, N.W. 2. Stand No. 167. Trico and Folberth screen wipers and the Autopulse magnetic fuel pump.

Thos. Parsons & Sons, 315/317 Oxford Street, London, W.1. Stand No. 18. Parsons' paints, varnishes, etc.

Parsons Non-Skid Co., Ltd., 35 Macaulay Road, Clapham, S.W.4. Stand No. 361. The well-known Parsons non-skid changes incorporating improvements.

John Perks & Son, Lye, Stourbridge. Stand No. 283. Drop stamp forging wrought ironwork, tools, springs, bumpers and tipping gears.

G. D. Peters & Co., Ltd., Caxton House, Westminster, S.W.1. Stand No. 151. Vacuum brake and door operating apparatus and various coach equipment.

Phosphor Bronze Co., Ltd., 87/91, Sumner Street, London, S.E.1. Stand No. 155. "Cog Wheel" brand phosphor bronze and gun metal ingots and "Vulcan" brand white anti-friction metals.

Pickavant & Co., Ltd., Granville Street, Birmingham. Stand No. 348. The "Apkoway" line of garage tools, "Weather shields" line of all-weather equipment for coaches and coach fittings, etc.

Prices Patent Candle Co., Ltd., Battersea, S.W.11. Stand No. 278. The well-known range of motorine compound lubricants.

Pyrene Company, Ltd., Grosvenor Gardens, London, S.W.1. Stand No. 264. A full range of "Pyrene" and other of the firm's proprietory fire extinguishers.

Quicktho (1928), Ltd., Point Pleasant, Wandsworth, S.W.18. Stand No. 147. The firm's well-known window and door operating mechanisms and fittings.

Randle Radiators, Ltd., Chylesmore, Coventry. Stand No. 277. Radiators for all types of commercial vehicles, bonnets, tanks, etc.

Ransome & Marles Bearing Co., Ltd., Newark-on-Trent. Stand No. 354. A complete range of this well-known firm's ball and roller bearings which will include two new designs of ball bearings.

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Raybestos-Belaco, Ltd., Central House, Kingsway, London, W.C.2. Stand No. 243. Raybestos linings for all purposes in connection with motor vehicle construction.

Reckitt & Sons, Ltd., Hull. Stand No. 312. The "Karpol" car cleaner and polisher available in three sizes, also paints and varnishes.

Redline Motor Spirit Co., Ltd., 10 Charles Street, Haymarket, London, S.W.1. Stand No. 235. Pumps and equipment suitable for the bulk storage of motor spirit, also a number of cans of the various brands of petrol marketed by this company.

Remer Timber Co., Ltd., 25 Victoria Street, London, S.W.1. Stand No. 169. Samples of various woods for body construction.

Ripaults, Ltd., King's Road, St. Pancras, N.W.1. Stand No. 355. A feature will be the firm's central lubricating system (Alcyl Patents) and all kinds of recording and measuring instruments.

Romac Motor Accessories, Ltd., The Hyde, Edgware Road, London, N.W.9. Stand No. 237. A new line of "Romac" air compressors.

Ross, Courtney & Co., Ltd., Ashbrook Road, Upper Holloway, N.19. Stand No. 311. All kinds of turned and pressed parts for commercial vehicle construction, and a useful range of accessories.

Rubery, Owen & Co., Darlaston. Stand No. 206. Chassis frames and pressings generally for chassis construction, and Scott's patent weldless back axle casing.

Rudge-Whitworth, Ltd., Reddings Lane, Sparkhill, Birmingham. Stand No. 350. The firm's patent detachable wire wheels and the multicentric wheel, also various ball and roller bearings.

St. Helens Cable & Rubber Co., Ltd., Slough. Stand No. 374. Solid and cushion tyres, puncture resisting tubes, rubber flooring, radiator hose, etc.

Safety Storage Systems (1927), Ltd., 58 Victoria Street, London, S.W.1. Stand No. 233. Oil storage cabinets with pumps for indoor and outdoor use. Barrel covers and small models of oil storage tanks.

Joseph Sankey & Sons, Ltd., 168 Regent Street, London, S.W.1. Stand No. 353. The feature of the exhibit will be Sankey wheels for a variety of purposes and in a variety of types and various other pressings.

Scintilla, Ltd., 14 Clerkenwell Close, London, E.C.1. Stand No. 281. The exhibit will consist of the Scintilla range of magnetos with rotating magnets instead of rotating armatures, also lighting and starting sets and general electric equipment.

Sheepbridge Stokes Centrifugal Castings Co., Ltd. Sheepbridge Works, Chesterfield. Stand No. 276. The firm's "Centricast" centrifugally cast iron, as used for piston rings, cylinder liners, cylinder barrels, sleeve valves and other similar components.

Shell-Mex, Ltd., Shell Corner, Kingsway, London, W.C.2. Stand No. 202. A feature of the Shell exhibit will be a film depicting the quick starting qualities of Mex the commercial grade of Shell petrol, and the behaviour of Shell oil in engines is also shown graphically.

Silvertown Lubricants, Ltd., Minoco Wharf, West Silvertown, London, E.16. Stand No. 162. Silvertown oils and greases.

Simms Motor Units, Ltd., Percy Buildings, Gresse Street, Rathbone Place, London, W.1. Stand No. 341. A range of Simms magnetos and parts.

Skefko Ball Bearing Co., Ltd., Luton. Stand No. 10. A complete range of the SKF ball and roller bearings.

Small & Parkes, Ltd., Hendham Vale Works, Manchester. Stand No. 324. The Don brand asbestos metallic brake linings and fabrics. The "Jed" monobloc clutch disc, pump packing rings, motor jointings, etc.

S. Smith & Sons (Motor Accessories), Ltd., Cricklewood Works, London, N.W.2. Stand No. 299. Instrument panels, speedometers and other recorders, windscreen wipers, carburetters, lighting and starting equipment, radiator shutters, tyre inflators.

Thomas Smith & Sons of Saltley, Ltd., Saltley Mill, Birmingham. Stand No. 165. Drop forgings for the motor and allied trades as well as accessories such as spanners, hammers, etc.

Thomas Smith's Stamping Works, Ltd., Ribble Road, Coventry. Stand No. 357. A comprehensive display of drop forgings for engine, transmission and chassis parts, in steel and duralumin, also in "Y" alloy.

Snowdon, Sons & Co., Ltd., Millwall, London, E.14. Stand No. 315. The firm's Royal Snowdrift motor oils and greases are to be exhibited.

Solex, Ltd., 223/231 Marylebone Road, London, N.W.1. Stand No. 359. A complete range of horizontal and vertical Solex carburetters for commercial vehicles.

Sorbo Rubber Sponge Products, Ltd., Sorbo Works, Woking. Stand No. 195. A number of examples of Sorbo sponge rubber upholstery suitable for public service vehicles will be shown. Also Sorbo luxury flooring.

Specialloid, Ltd., Friern Park, North Finchley, N.12. Stand No. 273. A comprehensive range of Specialloid aluminium alloy pistons.

Spiral Tube & Components Co., 12 Pembroke Street, King's Cross, London, N.1. Stand No. 325. A selection of radiators and tube blocks, made by this firm for various well-known motor manufacturers.

Stadium, Ltd., 75-77 Paul Street, Great Eastern Street, London, E.C.2. Stand No. 171. Hydraulic jacks, mirrors, horns, ash trays, etc.

Stedall & Co., Ltd., Broad Street, Bloomsbury, London, W.C.2. Stand No. 216. General ironwork, tipping gear, trailer under gear, coach and bus fittings, engineers' tools and machinery, garage equipment, paint and painters' sundries, lamps, etc.

Steel Stampings Company, Cookley, near Kidderminster. Stand No. 288. Disc wheels for solid and pneumatic tyres, welded steel bands and a variety of steel pressings.

Sternol, Ltd., Royal London House, Finsbury Square, London, E.C.2. Stand No. 300. A complete range of Sternol oils and greases, bulk storage outfits, etc.

J. A. Stevens, Ltd., Upper Rathbone Place, London, W.1. Stand No. 180. As sole agents in this country for Bosch products such as magnetos, dynamos, electric starters, sparking plugs, horns, spot lights, lubricators, windscreen wipers and accessories all of Bosch manufacture, examples of each will be on view.

J. Stone & Co., Ltd., Deptford, London, S.E.14. Stand No. 219. Various brand white metals, bronzes, gun metals, etc., for use in motor construction.

Sunsaloon Bodies, Ltd., Castleford Road, Sparkhill, Birmingham. Stand No. 193. The Sunsaloon head is much in evidence throughout the exhibition. On this stand the firm will show all the fittings for this type of head for coaches, etc.

Leo Swain & Co., Ltd., 247/251 Deansgate, Manchester, Stand No. 322. Accessories and parts such as autovacs, batteries, ball bearings, chains, sprockets, couplings, lamps, tubing, magnetos, mirrors, pumps, springs, speedometers, garage equipment, etc.

Tecalemit, Ltd., Mitre House, Scrubbs Lane, Willesden, London, N.W.10. Stand No. 360. This firm's system of lubrication is now so popular and well known that there is no need to detail the exhibits interesting as they no doubt are, but the following novelties are exhibited for the first time:—The automatic central lubrication which is the standard system but derives its power from an automatic pump. The pumping mechanism is enclosed in a container holding sufficient oil for at least 300 miles. The automatic energy for driving the pump is derived from the slight jolts imparted to the car while running on the road. Over rough surfaces, therefore, the pump receives more impulses and shackle pins, etc., receive more lubricant. Another pump is the electric petrol which supplies the carburetter under power, ensuring a regular supply proportionate to the engine under all conditions. It eliminates the possibility of a stoppage in the petrol supply, and when the engine is stopped it acts as an automatic cut-off thus preventing wasteage of petrol. There will also be a Delco lubricator which is a gravity feed type for Delco distributors. A Lap pump for emptying oil barrels or drums, also lorry petrol filters, fuel oil and air filters.

Texas Oil Co., Ltd., Wellington House, 125 Strand, London, W.C.2. Stand No. 238. There will be a gear box showing Texaco Thuban compound B under working conditions. Equipment consisting of a 100-gallon inside storage tank and a 100 lb. Thuban compound outfit; also oils and greases.

Christr. Thomas & Bros., Ltd., Broad Plain, Bristol. Stand No. 201. Glycerine solution for the prevention of damage to radiators by frost. The effect will be demonstrated.

Thornley & Knight, Ltd., Bordesley Green Road, Birmingham. Stand No. 317. Paints, varnishes, japans and enamels.

Timson Bros., Moor Street, Birmingham. Stand No. 156. Garage and service station equipment, spare parts and accessories.

Triplex Safety Glass Co., Ltd., 1 Albemarle Street, London, W.1. Stand No. 143. Windscreens, wondows and goggles with Triplex glazing.

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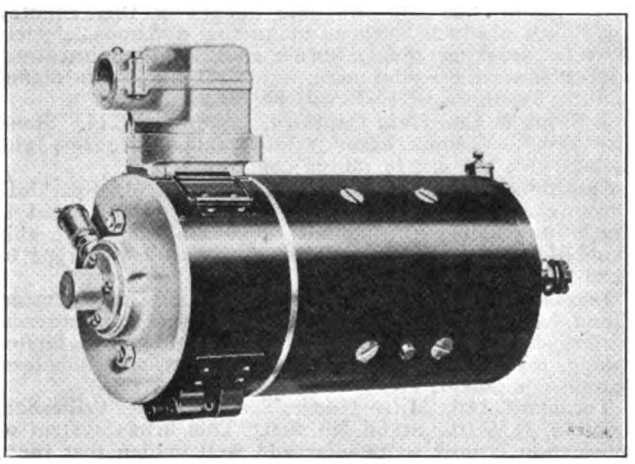
Hubert H. P. Trist & Co., 50 Victoria Street, Bristol. Stand No. 197. This firm will show the "Top Dog" brand of friction linings.

Vacuum Oil Company, Limited, Caxton House, Westminster, S.W.1. Stand No. 330. A feature of interest on the stand will be various examples of engine, transmission and chassis components which have suffered as a result of faulty lubrication. The firm's well-known Delvac mechanical lubricator, for steam engines and steam wagons, internal combustion engines and all types of works machinery, will be shown in operation with various forms of drive. In addition, applicable numbers of the Gargoyle Technical Series publications will be available, also an entirely new manual entitled "Petrol driven Commercial Vehicles." Lubricants for all types of petrol and steam-driven commercial vehicles are, of course, supplied by this well-known concern.

C. A. Vandervell & Co., Ltd., Acton, London, W.3. Stand No. 304. The firm's representatives on this stand will be chiefly concerned in giving publicity to developments and refinements of the compensated voltage control lighting system which has met with much success during the past five years. The latest activities include the development of a range of C.A.V., NIFE alkaline batteries, suitable for self-starter work, and a complete range of magnetos suitable for all classes of commercial vehicles. They will also be showing the Luvax hydraulic shock absorber and the Luvax—Bijur central chassis lubricating system. There will be a complete range of 1930 designs including a demonstration Super-Lit bus



THE C.A.V. COMPENSATED VOLTAGE DYNAMO.

installation of the compensated voltage control system. There will be C.A.V. road lamps of robust construction, specially designed for heavy passenger and goods vehicles. A new range of magnetos for all commercial vehicles and C.A.V. lighting and starting batteries.

Vaughan Brothers, Eagle Stamping Works, Willenhall. Stand No. 244. Drop forgings for the motor industry generally.

Venesta, Ltd., Vintry House, Queen Street Place, London, E.C.4. Stand No. 9. The firm will be showing "Plymax"—the metal-faced plywood; also other Venesta products, such as birch, mahogany and oak plywood and shaped bucket seats.

Vigzol Oil Refining Co. (London), Ltd., Eastney Street, Greenwich, London, S.E.10. Stand No. 20a. A full set of samples of Vigzol non-absorbent motor and tractor oils together with special equipment for grease and gear oil. There will be a demonstration engine showing the actual lubrication.

C. C. Wakefield & Co., Ltd., Wakefield House, 30 & 32 Cheapside, London, E.C.2. Stand No. 261. A range of the firm's famous Castrol motor and gear oils and greases and a display of lubrication guns and fittings and oil storage equipment.

Ward & Goldstone, Ltd., Frederick Road (Pendleton), Manchester. Stand No. 236. A wide range of automobile wires and cables and numerous electrical accessories.

Wayne Tank & Pump Co., Ltd., 42 Newlands Park, Sydenham, London, S.E.26. Stand No. 228. There will be ranges of petrol and oil pumps, car washers and compressors.

Henry Wells Oil Co., Ltd., 11 Haymarket, London, S.W.1. Stand No. 214. An apparatus used for the Air Ministry's test for the oxidisation of lubricating oils, and the firm being proprietors of the Wells-Southcombe patented process for increasing "oiliness" of lubricating oils will show a special apparatus as used by them for testing "oiliness." There will be "Germ" lubricating oils and "Filmac" and "Filmis" cutting oils.

Wellworthy, Ltd., Radial Works, Lymington, Hants. Stand No. 246. A range of the firm's piston rings.

Westinghouse Brake & Saxby Signal Co., Ltd., 82 York Road, King's Cross, London, N.1. Stand No. 149. There will be a working exhibit of the firm's compressed air brake, also of the Vacuum servo brake; the brakes will be also shown in parts.

Job. Wheway & Son, Ltd., Green Lane, Walsall. Stand No. 209. A comprehensive range of Wheway Lion brand non-skid chains.

Thos. Whittingham & Wilkin, Ltd., 39-45 Neal Street, Long Acre, London, W.C.2. Stand No. 265. General upholstery, trimmings, fittings and accessories.

Wilcot (Parent), Co., Ltd., 150 Great Portland Street, London, W.1. Stand No. 205. The firm's well-known "Wefco" spring covers will be on view, and amongst other specialities the Wilcot oil pump, radiator muffs, bonnet covers, "Bristol" foot pumps, "Safety" windscreen wiper blade, "Noleex" radiator cement, "Eagan" car washers, the "Eco" automatic air station and air compressor, etc.

W. H. Willcox & Co., Ltd., 38 Southwark Street, London, S.E.1. Stand No. 336. The special feature of the exhibit will be a full range of the firm's well-known lubricating oils, special brands being supplied to suit well-known makes of vehicles, both steam and petrol. There will also be a very comprehensive range of engineers' stores suitable for the motor industry.

Williams & James, Chequers Bridge, Gloucester. Stand No. 260. A range of air compressors and mechanical tyre pumps, also car washers.

Jonas Woodhead & Sons, Ltd., Kirkstall Road, Leeds. Stand No. 179. Laminated springs for all transport purposes together with several Woodhead patent spring fittings.

Zenith Carburetter Co., Ltd., 40/44, Newman Street, London, W.1. Stand No. 351. A full range of the well-known Zenith carburetter, the popular type will be in evidence as well as the pump type. Sectional carburetters will be shown.

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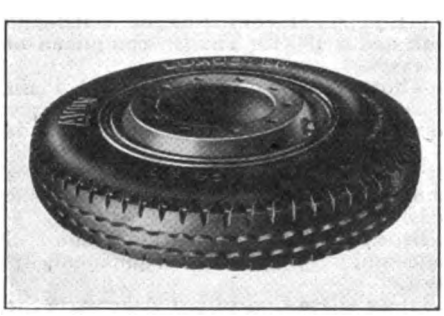
Tyre Section.

Avon India Rubber Co., Ltd., 345/5, Euston Road, London, N.W.1. Stand No. 372, Gallery. High pressure "Giant" pneumatics for straightside rims: An entirely new range of Avon "Loadster" (heavy duty)



THE AVON "LOADSTER" TYRE.

covers carrying a new buttressed tread design and built throughout to new specifications. Sizes from 27 by 6 (15 in. diameter wheels) to 42 by 9 (24 in. wheels). New "Loadster Extra-heavy" covers, 32 by 4½, 30 by 5, 33 by 5 and 32 by 6. New chevron-grooved tractor covers, sizes 32 by 4½, 33 by 5 and 36 by 6. High-pressure beaded-edge cover, 955 by 155 only. Low-pressure (Bus Balloon) covers for straightside rims. A complete new range of low-pressure tyres with novel buttressed tread pattern and constructional features. From 34 by 7.50 to 40 by 10.50, fitting rims of 20 in., 22 in. and 24 in. diameter. Air-cushion tyres of the latest "Loadster" type in 14 popular sizes, carrying loads of 13 cwt. to 36 cwt. per tyre. Solid tyres in a new cut-resistant, slow-wearing and cool-running "mix." All standard and many obsolescent sizes available, including "giant singles" of 8 in. to 14 in. section. Fire engine tyres, being special non-skid solids as fitted by L.C.C. and other brigades. Truck tyres. Plain "deep section" and grooved solid tyres for industrial trucks, low-loading

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vehicles, etc. "Trojan" and tractor tyres being non-skid solids for special vehicles, including sizes 28 by 2½, 26 by 3½/20 and 40 by 5/34, and an appropriate range of Avon repair sundries and accessories. The House of Avon has made rubber goods and tyres at Melksham since 1885. It is one of the few old-established rubber manufacturers who have "stayed with" the tyre industry since the war, and its present renewed activity reveals a spirit of enterprise. New specifications for practically every tyre in the range, from cycle to coach sizes, have been devised and subjected to series of searching tests beginning in the laboratories and ending (where such tests must end) on the road. Space prevents a technical description of the new Avon tyres or any attempt to compare their materials or constructional features with the former products. In most cases there is a new tread pattern—again the result of well-designed tests, efficiently observed—but even where familiar designs are retained there has been radical revision of specifications, methods of building-up and vulcanization.

Bergougnan Tyre Co., 95-98, White Lion Street, Islington, London, N.1. Stand No. 371. The firm will show their standard solid, dissymmetrical, deep resilient and giant solid tyres.

British Goodrich Rubber Co., Ltd., 50, Pall Mall, London, S.W.1. Stand No. 367. The firm will show its range of pneumatic tyres for commercial vehicles, including giant pneumatics and solids, also Wood Milne solid tyres nad its own tyre accessories.

J. W. & T. Connolly, Ltd., 57/67, Wharfdale Road, King's Cross, London, N.1. Stand No. 380. The exhibits will be as follows:—The patent rubber bumper; the patent air cushion tyre; band tyres for all classes of motor vehicles; wooden and steel disc wheels for solid and pneumatic tyres; aluminium and rubber step tread mats, moulding and strip. Commercial motor vehicle sundries, axles and springs.

Dunlop Rubber Co., Ltd., Fort Dunlop, Birmingham. Stand No. 364. The exhibit will consist of:—Giant pneumatics, high pressure and balloon tyres, will be shown. There will also be exhibits of cushion and solid tyres as well as a selection of Dunlop industrial truck tyres and a comprehensive range of Dunlop wheels. A complete range of accessories will be on view.

Englebert Tyres, Ltd., 162, Great Portland Street, London, W.1. Stand No. 368. The firm will be showing various sizes of their improved reinforced giant pneumatic tyres, which are making themselves popular by reason of their extra strong walls, tough treads and grip on the road. They will also be showing their bus balloon tyres, in which they make a full range for 20 inch rims and which can be fitted, in many cases, to existing wheels. A feature of interest will be the new moulded inner tube with a special unleakable join. Enquirers for conversions, in either giant tyres, bus balloons or taxi balloon tyres, will be welcomed.

Firestone Tyre & Rubber Company (1922), Ltd., Great West Road, Brentford, Middlesex, England. Stand No. 378. A comprehensive range of the gum-dipped heavy duty giant pneumatic cord covers, together with circular moulded high test tubes. Front and rear hubs for conversion to pneumatic tyres, together with wheels and rims. There will also be a full range of accessories, and repair materials.

Goodyear Tyre & Rubber Company (Great Britain), Limited, Bushbury, Wolverhampton. Stand No. 370. The exhibits are as follows:—"All Weather Tread" giant pneumatic high pressure covers and tubes and low pressure covers and tubes, also rims and disc wheels.

Henley's Tyre & Rubber Co., Ltd., 20/22, Christopher Street, Finsbury Square, London, E.C.2. Stand No. 377. The exhibit will consist of the firm's solid, air cushion and giant pneumatic tyres. The solid tyres are made in all British standard sizes and in inch sizes interchangeable with American S.A.E. standard sizes. They also supply a number of non-standard sizes. Also big single giant solid tyres, air cushion tyres from 2½ in. to 4¾ in. section and in millimetre sizes from 100 m.m. section to 140 m.m. section. Also trolley tyres from 3½ in. section to 7 in. The giant cord tyres are supplied in from 30 in. by 5 in. sizes to 40 in. by 8 in.

India Tyre & Rubber Co. (Great Britain), Ltd., Inchinnan, Scotland. Stand No. 366. The exhibits will consist of:—Straight side heavy service double-oversize high pressure giant covers. Straight side heavy service balloon bus covers. Straight side medium and low pressure covers. Heat-proof blue tubes for use with the above-mentioned covers. All the above are insured for the first six months of their lives against all road damage.

Chas. Macintosh & Co., Ltd., Cambridge Street, Manchester. Stand No. 375. On this stand will be exhibited Macintosh solid, N.A.P. and taxi tyres.

Pirelli, Ltd., 144, Queen Victoria Street, London, E.C.4. Stand No. 365. The range of solid tyres will consist of "S" type wide singles, with a tractive non-skid tread; smaller section singles; and "G" twins. The semi-pneumatic air core tyre, which can be fitted in place of solids without wheel or rim change, will be displayed. There will also be the giant pneumatic cord tyre and tube.

Poppe Rubber & Tyre Company, Twickenham, Middlesex. Stand No. 369, Gallery. The principal exhibit will be the Poppe reinforced construction, cool running solid tyre, suitable for long distance work with heavy loads. The exhibit will also include a range of tyres for low loading vehicles, trailers and trucks. Other items include tractor pads for extra heavy haulage. A full range of radiator tubing, suction hose for steam waggons and rubber sponge in various forms for matting and upholstering work, together with other rubber lines of general interest to the motor trade.

Seiberling Tyre Co. (Great Britain), Ltd., 146-7-8, Tennant Street, Birmingham. Stand No 376. The exhibit will consist of special service cord covers of 6 in., 7 in. and 8 in. section.

Trowbridge Tyre and Rubber Co. (1929), Ltd., 54, Victoria Street, London, S.W.1. Stand No. 379. The exhibit will consist of Spencer-Moulton solid band tyres and giant pneumatic tyres and tubes, auxiliary buffers for springs and trolley tyres.

At the time of going to press we have not heard from the following firms, who will also be exhibiting:—

Commercial Vehicle and Body Work Section.

Arlington Motor Co., Morley House, Regent Street, London, W.1, Stand No. 94. Austin Motor Co., Ltd., Longbridge Works, Northfield, Birmingham, Stand No. 38. Soc. Anon. Fab. d'Automobiles Berna, Olten, Switzerland, Stand No. 34. Elkington Carriage Co., Ltd., Great West Coach and Motor Works, Chiswick, London, W.4, Stand No. 21. Hoyal Body Corpn. (1928), Ltd., Hoyal Works, Weybridge, Surrey, Stand No. 93. Phoenix Coachworks, Ltd., 9/10, Pancras Lane, London, E.C.4, Stand No. 15. Spurling Motor Bodies, Ltd., Bedford Works, Old Oak Lane, Willesden, London, N.W.10, Stand No. 121.

Accessory, Component and Garage Equipment Section.

F. H. Adams (1926), Ltd., Middlemore Road, Handsworth, Birmingham, Stand No. 7. Allen-Liversidge, Ltd., 123, Victoria Street, London, S.W.1, Stand No. 307. Black & Decker, Ltd., Slough, Bucks., Stand No. 271. Boyriven, Ltd., 9, Torrington Place, Gower Street, London, W.C.1, Stand No. 14. British Petroleum Co., Ltd., Britannic House, Moorgate, London, E.C.2, Stand No. 192. E. G. Brown & Co., Ltd., West Road, Tottenham, London, N.17, Stand No. 256. Bryant & Co., Spa Road, Bermondsey, London, S.E.16, Stand No. 326. John Cameron & Sons, 124 Long Acre, London, W.C.2, Stand No. 104. Cellon, Ltd., Upper Ham Road, Kingston-on-Thames, Stand No. 16. Elephant Motors, Ltd., 97/101, Newington Causeway, London, S.E.1, Stand No. 199. Gadsdons, Ltd., 51, Christopher Street, Finsbury Square, London, E.C.2, Stand No. 274. Glacier Metal Co., Ltd., Ealing Road, Alperton, Wembley, Stand No. 259. Hadfields (Merton), Ltd., Western Road Mitcham, Stand No. 140. George Hatch, Ltd., Queenhithe, London, E.C.4, Stand No. 223. Lace Web Spring Co., Ltd., Cross Street, Sandiacre, Notts., Stand No. 166. Bevan Lowe & Co., Scotland Street, Parade, Birmingham, Stand No. 285. Henry Meadows, Ltd., Fallings Park, Wolverhampton, Stand No. 144. Mechanical & General Inventions Co., Ltd., 10, Charles Street, St. James, London, S.W.1. Stand No. 145. Henry Miller & Co., Mileometer Works, 186/188, Walmer Road, London, W.11, Stand No. 250. Johnson, Pinchin & Co., Ltd., General Buildings, Aldwych, London, W.C.2, Stand No. 356. Rawlings Manufacturing Co., Ltd., 1/11, Larch Road, Balham, London, S.W.12, Stand No. 204. G. T. Riches & Co., Ltd., 19, Store Street, London, W.C.1, Stand No. 337. Sterling Metals, Ltd., Northey Road, Foleshill, Coventry, Stand No. 183. John Thompson Motor Pressings, Ltd., Beacon Works, Wolverhampton, Stand No. 189. Tungstone Accumulator Co., Ltd., 3, St. Bride's House, Salisbury Square, Fleet Street, London, E.C.4, Stand No. 198. C. G. Vokes, Ltd., 95/97, Lower Richmond Road, London, S.W.15, Stand No. 293. Alfred Wiseman, Ltd., Glover Street, Birmingham, Stand No. 254.

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Railway Notes and News.

Railway Clearing House. New Chairman.—Sir Francis H. Dent, a Director of the Southern Railway, has been unanimously elected Chairman of the Railway Clearing House in succession to the late Sir Edmund Turton.

SIR FRANCIS H. DENT.

L. N. E. R. Appointments. — We are officially informed that the London and North Eastern Railway have made the undermentioned appointments: Mr. W. Philip, Chief Accountant's Office, King's Cross, to be Divisional Accountant, Scottish Area, with Headquarters at Edinburgh, in succession to the late Mr. R. Brown. Mr. O. H. Corble, Assistant District Goods Manager, Newcastle-on-Tyne, to be Assistant to Goods Manager, N.E. Area, with Headquarters at York, in succession to Mr. S. T. Burgoyne, who was recently appointed as Manager to the Cheshire Lines Committee. Mr. E. A. Lees, Chief Assistant to District Engineer, Manchester, to be District Engineer, Manchester, in succession to the late Mr. J. B. Kirby.

New G.W.R. Director.—It is announced by the Great Western Railway that Major the Hon. J. J. Astor, M.P., has been elected a director of the company, to fill a vacancy on the Board.

The Minister of Transport and the Railways.—Speaking at a meeting under the auspices of the Railway Clerks' Association, at the Paddington Town Hall, on October 25th, Mr. Herbert Morrison, M.P., Minister of Transport, referred to the various activities of the Government in connection with the railways. Under the Development Act, the railway companies had been invited to submit proposals for re-equipment with a view to improving the efficiency of the railway system. A large number of proposals were being received from the Railway Companies, examined by the Ministry of Transport and considered by the Committee under the Development Act, presided over by Sir Arthur Duckham. Inevitably, the preparation of proposals by the companies and their examination by the Government must take some little time, but everything was being decided with the utmost despatch. Some schemes had already been authorised, whilst a considerable number of others would come forward soon. The Government had had under consideration the whole problem of the electrification of the main line railways. He had an open mind on the economic and traffic aspects of the matter, though he had no doubts from the point of view of public amenity. The purpose of the committee which had been appointed, under the Chairmanship of Lord Weir, was to examine the question as a technical and business proposition, and the work of this committee could not be divorced from the earlier work of electrical policy which has been conducted by a former committee under Lord Weir, leading up to the passing of the Electricity (Supply) Act, 1926. In settling the membership of the committee he had, in the first place, definitely taken the view that this was a business inquiry, and did not involve any political issue. It was important that the railway companies should not only participate in the work of the committee itself, but that one of their leading men should be there in order that authoritative information, accepted by the companies themselves, should be before the committee in regard to the technical side of railway operation. In the next place, speed was the essence of the matter, and he had considered it necessary that the committee should not exceed three in number. He was grateful to Lord Weir, Sir Ralph Wedgwood and Sir W. McLintock for giving their services.

Sir Henry Thornton's New Contract.—An Ottawa message says that an Order in Council has been passed extending the contract with Sir Henry Thornton, the President of the Canadian National Railways, for a period of five years, at a salary of 75,000 dollars (£15,000) annually, dating from October, 1928. It is understood that Sir Henry was consulted by Mr. J. H. Thomas during his recent visit to Canada with regard to accepting an offer from the British Government to supervise railway organisation in Great Britain and other large construction plans. Sir Henry, however, preferred to remain in Canada as head of the Canadian National Railways, which is the largest railway organisation in the world under public ownership. As President he has been an outstanding success.

Schemes to Relieve Unemployment. Great Western Railway to Spend £5,000,000.—Sanctioned under the Government's scheme for the relief to unemployment, the Great Western Railway propose to spend £5,000,000 and to proceed immediately with schemes of development at Paddington Station, Bristol, Cardiff, Olton to Rowington Junction, Taunton, Westbury and Frome, Wolverhampton, Banbury, Severn Tunnel Junction, Rogerstone, Swindon, Paignton, Bugle to Goonbarrow Junction, Scorrier to Redruth, Cardiff (Cathays). New locomotive depots, engine sheds, etc., are to be provided at Pantyffynnon, Landore, Cardiff East Dock, Radyr, Duffryn Yard, Port Talbot Treherbert. It is proposed also to lay 51 miles of track with steel sleepers and it is estimated that a total expenditure on steelwork and machinery will be in the neighbourhood of £1,000,000.

L.M.S. Motor Vehicles at the Commercial Motor Show.—The following London Midland and Scottish Railway Company's vehicles are exhibited at the Commercial Motor Vehicle Show now in progress at Olympia and may be seen on the stands of the firms whose names we print in brackets:—Passenger Vehicles: A.E.C. 21-seater (Harrington Ltd.); Albion 24-seater (Albion Motor Car Co., Ltd.); Albion 19-seater (London Lorries, Ltd.); Leyland Titan 51-seater (Leyland Motors, Ltd.) (Crosville L.M.D.) (Double Deck). Goods Vehicles: Karrier 10-ton Tractor Trailer (Karrier Motors, Ltd.); Thornycroft 10-ton 3-way Tipper (J. I. Thornycroft & Co., Ltd.); Karrier 4-ton G.H.5 (G. Kenning & Sons); McCormick-Deering Shunting Tractor (International Harvester Co., Ltd.).

MR. S. T. BURGOYNE, M.V.O., O.B.E.

Mr. S. T. Burgoyne, M. V. O., O.B.E., Appointed Manager of the Cheshire Lines Railway. — Mr. S. T. Burgoyne, M.V.O., O.B.E., of the staff of the L.N.E.R. at York, has been appointed Manager of the Cheshire Lines Railway, in succession to Mr. A. P. Ross, who has been appointed Stores Superintendent at King's Cross. Mr. Burgoyne, who was made Assistant Goods Manager at York in 1925, was with the North Eastern Railway at Hull for a number of years prior to the war, and later filled important positions in the Chief Goods Manager's Office and General Manager's Office at York. In May, 1915, he joined the Ministry of Munitions as personal assistant to Sir Eric Geddes and in 1916 went to France and was made Deputy Assistant Director-General of Transportation. Later, he went to the Admiralty as one of the private secretaries to the First Lord of the Admiralty. Occupying posts in the Ministry of Transport during four years following the formation of the Ministry in 1919, he returned to the railways in 1923 and became Industrial Agent to the London and North Eastern Railway. He was promoted to the position of Assistant Goods Manager of the North Eastern Area at York.

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Motor Show Dinners.

AMONGST the numerous functions which always form a part of the Motor Show activities the following deserve mention:—

Society of Motor Manufacturers and Traders. Annual Dinner.

This, the chief Banquet of the Show, was held at the Connaught Rooms on Wednesday, October 16th, when the President, Mr. J. Maughfling, presided over a gathering which filled every part of the great hall. He was supported at the top table by leading members of the motor industry as well as a large number of distinguished guests, the latter including Mr. Herbert Morrison, M.P., Minister of Transport, the Rt. Hon. Lord Russell, Parliamentary Secretary, Ministry of Transport, and Mr. John N. Willys, well-known to the motor industry in this country, as well as in the United States, as the President of the Willys Overland Crossley Company over here, and the late President of the Willys Overland organisation in the United States.

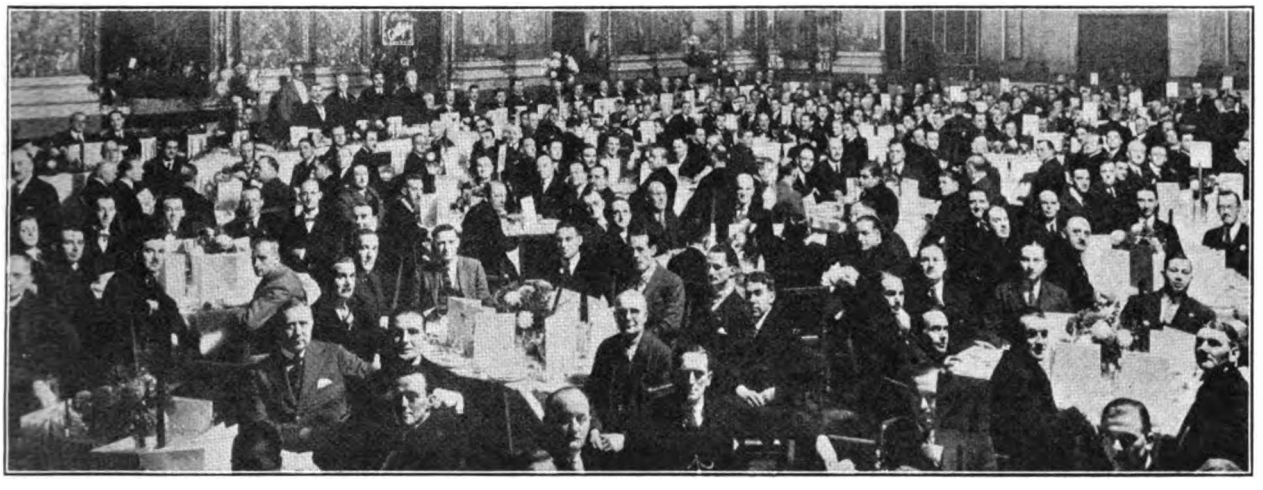
A very thoughtful and well reasoned speech was made by the Minister of Transport, in the course of which he made the announcement that the Government intended to introduce the Road Traffic Bill during the present Session of Parliament. This was welcome news to those who had been anxiously awaiting this Bill for the past two years under the previous Government. A very interesting speech was made by Mr. Willys, divided into two sections, the first being of a racy and humorous character, with several stories told in the inimitable American style, the second striking a note of seriousness and dealing with the relationship between this country and the United States of America. Sir George Beharrel, who proposed the toast of the visitors, spoke in his usual clear and incisive manner, and Earl Howe, who also responded with Mr. Willys, enlivened the gathering by his remarks.

Willys Overland Crossley Dinner.

Another interesting function was the Willys Overland Dinner, held at the Hotel Cecil on October 18th, when the agents, friends and members of the press were invited to meet Mr. John N. Willys. Sir William Letts, the Chairman and Managing. Director of the Company, presided and was supported by Mr. A.R. Atkey, Lord Mayor of Nottingham, and Sir William Sleigh. The evening passed with great enthusiasm, which was enhanced by some excellent community singing under the leadership of the orchestra. Sir William Letts, in his speech as Chairman, touched on a number of subjects in which the agents were particularly interested and introduced Mr. Willys. Mr. Willys, in his speech, referred to the fact that he had disposed of a considerable portion of his interest in the American concern of Willys Overland and was no longer on the pay roll. He was therefore in a position to give more time to the English business and he hoped to be in this country much more frequently than in the past. Mr. Atkey, in responding to the toast of the Agents and Guests, said that the best thing Mr. Willys could do would be to make the Willys Overland vehicles 100 per cent. British.

Dodge Bros. Dinner.

Agents and Guests were invited on Monday, October 21st, to dinner at the Holborn Restaurant to meet Mr. E. C. Morse, President, Chrysler Export Corporation, and officials of Dodge Bros., Inc., Detroit. The chair was taken by Mr. S. D. Briggs, European General Manager, whose headquarters are at Antwerp, and he was supported by Mr. C. Morton Lomax, the Managing Director of the British Company. Following the dinner the Chairman announced that several members of the organisation would speak for a few minutes, more in order that those present might get to know them than for anything important they might say. Before this was done he briefly referred to the activities of each of the members who would speak. These included Mr. Sutherland Pilch; Export Manager for the East, Mr. Ware, Chief of Staff of the British Company, Mr. Fortescue, Sales Manager, and Mr. Welch Lee, of the Publicity Department.



WILLYS OVERLAND CROSSLEY DINNER TO DEALERS AND AGENTS. STANDING AT TOP TABLE, LEFT TO RIGHT: MR. A. R. ATKEY, MR. JOHN N. WILLYS, SIR WILLIAM M. LETTS, K.B.E., AND SIR WILLIAM SLEIGH.

S. F. Bowser & Co., Inc.

Members of the press were invited to meet Mr. S. B. Bechtel, the President of S. F. Bowser & Co., Inc., at an informal luncheon, held at the Trocadero Restaurant. Mr. R. G. Shulze, European Managing Director, presided, supported by Mr. Morton, London Manager, and Mr. S. O. Shave, Manager, Publicity Department. After a few introductory words the Chairman called upon Mr. Bechtel to speak, and he opened with a brief but interesting talk on the relationship between the two countries of Great Britain and the United States. Following one or two questions, Mr. Bechtel then told us something about the early days of the firm, who are the pioneers of piston type measuring pumps, the firm having been started by Mr. Bowser in 1885. The name of the first petrol service station was coined by a salesman of S. F. Bowser & Co., Mr. J. D. Gumpper, in 1908, and was the result of a successful attempt to bring a pipe from the petrol tank out from the front of the wooden garage to obviate the necessity for the motor car to be taken inside. By easy stages the petrol pump was developed and improved, and as an outcome of a disastrous fire, which took place in St. Louis, in 1910, the firm started to build special tanks for storage underground. These, at first did not meet with the approval of the authorities, and it took two years to persuade them that this method was safer than any other kind. It is interesting to record that in 1907 the company had a staff of 400 employees, in 1929 this has grown to 1,800.

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The F.W.D. Three-Wheeler.

FOUR WHEEL DRIVE MOTORS, LTD., 46 Charing Cross, London, S.W.1., are now producing the handy dump wagon as illustrated. As can be seen it is a three-wheel vehicle and it is fitted with a three-way hydraulic tipping body. Its overall length is 13 ft. 8 in., and the wheelbase is only 8 ft. 3¾ in. The diameter of its turning circle is only 17 ft. The carrying capacity is from 2 to 2½ tons.

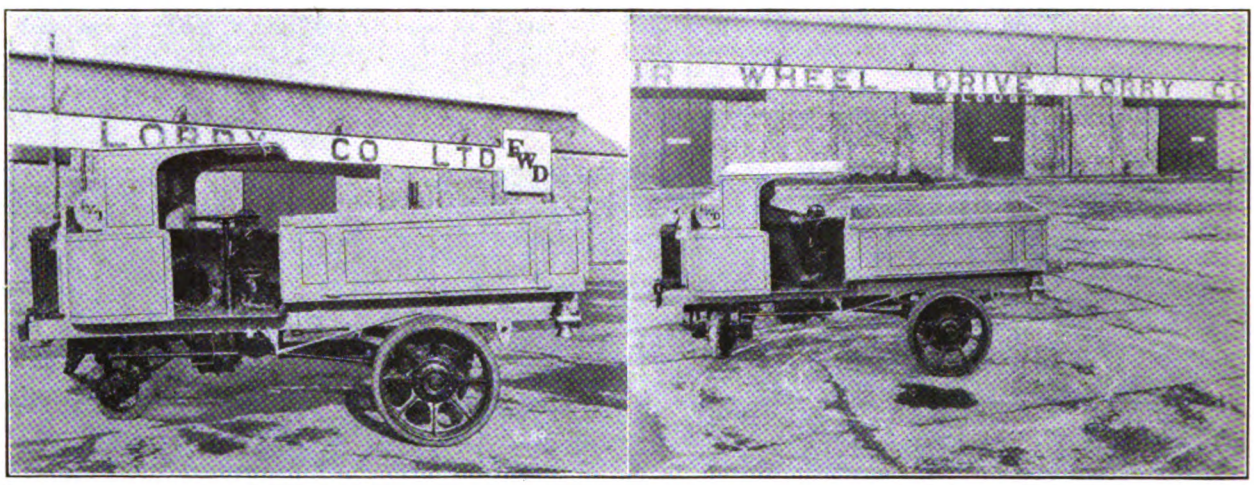
With regard to design, as far as possible standard units are used so as to give interchangeability with the firm's standard F.W.D. models, and users can obtain spares and service from various F.W.D. agents throughout the country.

The engine has a bore of 4¾ in. and stroke 5½ in. It has a rated horse power of 36, but actually develops 56 b.h.p. The engine is placed on the left hand side of the chassis, and the standard F.W.D. three-speed gear box is alongside of it to the right. Power from the engine is transmitted through a totally enclosed triple roller chain running in oil and having a ratio of 1 to 1. The gear provides three speeds:—16, 8 and 4 m.p.h. respectively.

very considerably owing to the restricted headroom of certain archways, and the end of the horizontal "drop arm" is connected up with another lever, connected to a vertical shaft, on the upper end of which is a chain sprocket, connected by a triple roller chain to a sprocket attached to the king-pin, which is rigidly on the turntable. These sprockets are of unequal size, the smaller being attached to the king-pin, and their ratio is such that for a 90 degrees movement of steering drop-arm, the turntable rotates nearly 180 degrees.

In order to take full advantage of the steering lock with the third wheel, independent braking is applied to the two driving wheels, so that the inner wheel may be held stationary, allowing the machine to pivot about it. If this is not done, when the steering wheel has reached a certain lock, it would be dragged along sideways. This independent braking is effected by a lever on the driver's right, the handle of which is close to the steering column.

Compensation of the hand brakes on the driving axle is provided by a perch bar, and at each end there is a catch



• THE NEW F.W.D. 3-WHEEL TRUCK DESCRIBED IN TEXT.

The front axle, which is also the driving axle, is of standard design, the only modification being that the bevel pinion is almost exactly central with the chassis and not offset as on the standard F.W.D.

The wheels, which are of cast steel are fitted with 36 in. by 5 in. solid tyres. The hand brake operates internal expanding brake shoes in the wheel drums. The foot brake is on the transmission. The third wheel, also of cast steel, is fitted with a 20 in. by 6 in. solid tyre, and has roller bearings interchangeable with those of the driving wheels, and it is carried on a turntable. Inserted between the rings of the turntable, is a bronze ring of H section, the flanges at the edges being intended to keep it central with the rings, and to hold the grease. In holes bored in this ring are a number of steel balls slightly larger in diameter than the thickness of the bronze ring, so that the turntable is actually carried on a large thrust ball bearing.

To take full advantage of the third wheel on short turns, a larger angle is necessary on the turntable in comparison with the angle of the ordinary stub axle. To take care of this, a standard steering column is used, but is shortened

mounted on a shaft connected to the hand lever referred to above, so that if the lever is moved in one direction the catch drops and prevents that end of the perch bar from moving forward, while movement of the lever in the opposite direction holds the other end of the perch bar. So soon as this lever has been moved, the hand brake may be applied, and will only act on the side which is not held by the catch on the perch bar.

For convenience, the movement of this hand lever is in the same direction as the steering wheel; that is, the lever being on the driver's right, he would naturally push the steering wheel forward with his right hand, and would push this lever forward, while in the opposite direction the lever would be pulled back.

Cooling of the machine is by ordinary gilled tube radiator, at the rear, the fan being of the "pusher" type, and in view of the work this machine is called upon to do, this is found very efficient.

The body is 7 ft. long, fitted with 20 in. drop sides, the whole being lined with sheet metal, while a specially low cab with overall height of 7 ft. 3 in. is provided.

National Automobile Show, New York.

MONDAY, January 6th, next, has been designated as International Day, in honour of visitors from other countries to the Thirtieth Annual Automobile Show to be held in Grand Central Palace, New York, January 4-11th, 1930. At a special International Day Conference on Monday morning, January 6th, visitors will have an opportunity to meet and talk with executives of automobile factories, and in the afternoon guests from overseas may inspect the Automobile Show at Grand Central Palace, where the products of 360 manufacturers of motor vehicles and automobile accessories will be exhibited. On Tuesday evening, January 7th, will be held the Annual Show Banquet at the Hotel Commodore and leading figures of the motor industry will attend. Guests will be welcomed at the New York Headquarters of the National Automobile Chamber of Commerce, 366 Madison Avenue, on the opening day of the Show, Saturday, January 4th.

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Plans for Better Service.

General Motors Scheme for Improving the service rendered in connection with Chevrolet Chassis.

(By a special contributor).

The greatest boon which can be conferred on transport users is the provision of efficient service. The first essential for a satisfactory transport organisation is undoubtedly the possession of reliable and dependable vehicles, but the very best of these needs attention at more or less frequent intervals according to use, and it is in the provision for that attention that so many find difficult.

Nowadays, fortunately, most commercial vehicle agents appreciate how necessary adequate service is to their customers, but the best of them is liable to be let down by their staff. Garage mechanics are a mixed lot and it would be rather wonderful for any employer to have at his disposal a set of men who were 100 per cent. reliable. Any defective repair is usually traceable to carelessness on the part of a not particularly efficient member of the works staff.

There is another point about repairs too: they are liable to be so very costly and next to availability of efficient service some reduction in the cost of it is most desirable. Now this can only be achieved, other things being equal, by the more extensive use of garage equipment together with ability and willingness on the part of the staff to use that equipment. It is clear, therefore, that the problem of the provision of efficient and reasonably priced service turns on two things; on the use of proper equipment and on the education of garage staffs in the use of that equipment and in the efficient handling of repair work generally.

This problem is solved, in both its aspects, for Chevrolet users by a new scheme which has just been put on foot by General Motors, Ltd., at Hendon, where a portion of the floor space of their huge factory has been set apart for educating the staffs of Chevrolet agents in just those things we have discovered to be so essential.

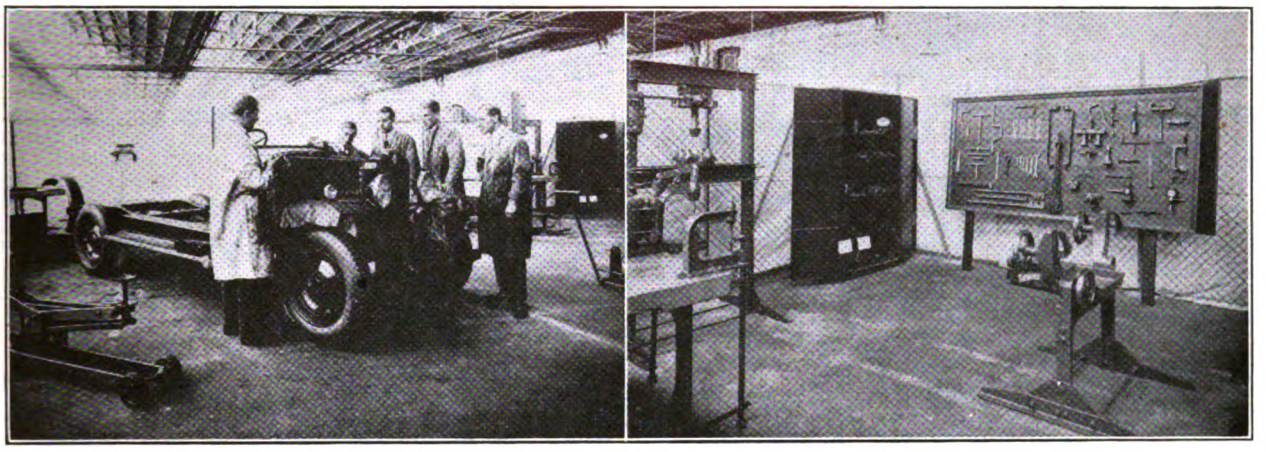
This department, named the School of Instruction, occupies an area of approximately 60 ft. by 24 ft. It is divided into three parts, a general shop, a tool room and tool stores. The purpose of the first is to enable demonstrations in the handling of repairs and service in connection with Chevrolet chassis to be carried out in actuality. In the tool room components of this same make of chassis are handled in the way in which they should be handled, while the tool stores serves as a model of its kind and is perhaps the more effective as an instructional institution in that it also serves in the same capacity in relation to General Motors' own service department at Hendon.

The equipment in these departments has been carefully selected as being that which Chevrolet agents should themselves possess in order that they may effect repairs and service most expeditiously and at least cost.

In the general shop the principal items include a car hoist, G.E. Hyer Lift Jack, a set of car props, a complete Denterazer outfit with wing irons and other supplementary tools for repairing wings, a complete G.E. brake testing outfit by which the effectiveness of the brakes on all four wheels can be tested at once, a couple of benches and some body repair apparatus.

In the tool room is a G.E. Universal engine stand, an axle support, ten and twenty-ton presses, brake lining drilling and countersink machine, brake lining riveting fixture, connecting rod aligner and straightener, piston vice, all made by Joseph Bradbury & Sons, Ltd., of Braintree. There is a comprehensive and complete set of wrenches, both socket and open type, and a set of wheel drawers as well as other items of equipment too numerous to mention, and including a special set of socket wrenches known under the trade name of Britool and made by the British Tool & Engineering Co., Ltd.

In the tool stores are all those small tools customarily found in most departments of this kind but here properly kept and only handed out under a system which ensures the instant location of any tool whenever it may be wanted.



LEFT: EXPLAINING THE ACTION OF THE PETROL PUMP ON THE CHEVROLET CARBURETTER. RIGHT: A CORNER OF THE TEST ROOM IN THE GENERAL MOTORS SCHOOL OF INSTRUCTION FOR GARAGE MECHANICS: NOTE THE G.E. AXLE STAND IN THE FOREGROUND.

A point worthy of note is that British made equipment and tools are specified throughout.

The course of instruction as at present constituted lasts a week, during which time the students have explained to them all the special features of Chevrolet chassis. Methods of dismantlement and assembly are demonstrated and the way to use the right equipment in the right way is an important feature of this part of the work. At the conclusion an examination is set, and those students who can show that their proficiency has reached a certain standard are granted a diploma. The instruction is free and the only expense to which those who attend are put is that necessarily involved by their being away from home.

At an early date the scope of this scheme of instruction is to be extended, a lecture hall being provided so that a more ambitious scheme of theoretical instruction can be added and provision is to be made for the making and display of cinematograph pictures to illustrate these lectures.

The course is not compulsory: it is impossible to make it so and perhaps not even necessary in the case of most agents who are likely to be only too glad to take advantage of it. Users themselves will find it to their own advantage to encourage the development of this scheme by suggestive enquiries of their own dealers as to whether their staff is attending. We expect in the near future to learn that many other makers are following this lead given by General Motors and the result can only be a considerable improvement in the status and efficiency of garage staffs generally, with consequent enhancement of the value of the service which those staffs render.

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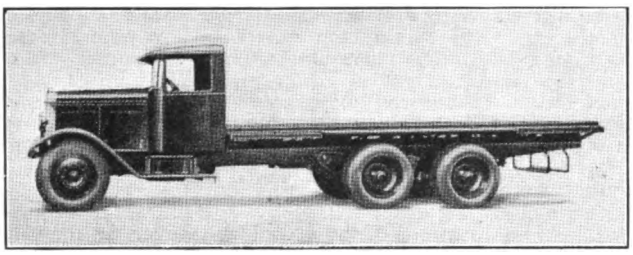
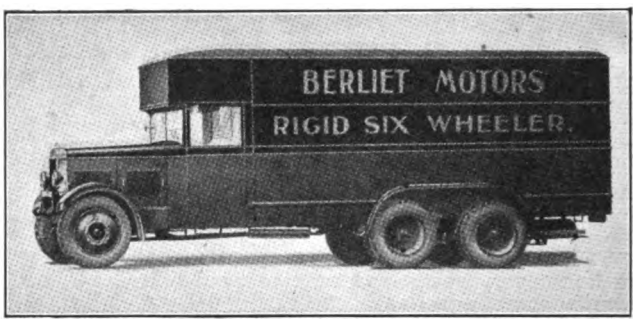
The New Berliet Six-Cylinder Rigid Six-Wheeler.

ONE of the latest additions to the range of vehicles placed on the British market by the Berliet Motor & Engineering Co., Ltd., Richmond Bridge Works, Twickenham, Middlesex, is a 10/12-ton rigid six-wheeler chassis.

The engine is known as type M.L.P.C., developing 45 h.p., R.A.C. rating. It has six cylinders cast in a pair of three, which are bolted to a cast iron crank-case. It has detachable heads. The bore is 110 .m.m., and the stroke 140. All valves are on one side of the engine, and operated by a single camshaft. Lubrication is by a submerged gear pump, driven by a skew gear from the camshaft, and supplies oil under pressure to the camshaft and main bearings, and throughout the drilled crankshaft to the big end bearings. The carburetter is a Zenith of special design. There is fitted the Berliet patent centrifugal speed governor which limits the maximum speed of the engine to 1,500 r.p.m. Magneto ignition is provided with variable advance. Water circulation is by centrifugal pump, and cooling is assisted by a four bladed fan. The engine is provided with three point suspension, having two arms at the rear, and a trunnion at the front.



THE BERLIET 10/12-TON RIGID SIX-WHEELER.



THE BERLIET 10/12-TON RIGID SIX-WHEELER WITH BOX VAN BODY.

Power is transmitted through a multiple plate clutch enclosed in a housing bolted to the engine crankcase, and supporting the gear and brake levers. The clutch plates are Ferodo lined.

From the clutch, power is transmitted through a universal jointed propeller shaft to the four speed gear box, the latter being of the sliding gear type with central change. The gear box is of cast iron, has three point suspension, and also carries the differential.

The countershaft carries at each end a chain sprocket, and power is transmitted from these sprockets to the front axle only of the bogie through a pair of heavy roller chains.

The springing of the rear bogie consists of one pair of semi-elliptic springs to each axle. The springs of the front axle of the bogie take both torque and drive, and the front ends of these springs are provided with means for chain adjustment. A similar provision is also made on the rear ends of the rear axle springs. Midway between the two axles, there are pendant brackets, one on each longitudinal frame member, and each bracket carries a rocker beam to which the ends of the springs are shackled.

The front springing, also, is by semi-elliptic springs. All wheels are steel disc, fitted with either 38 in. by 7 in. straight sided tyres, or 40 in. by 8 in. twins on both rear wheels. The foot brake is servo operated. A hub plate on the near side countershaft, controlled by the brake pedal, comes in contact with a second revolving plate supported on the gear box. The second plate winds up a chain coupled to the brake gear on all four bogie wheels. There is also a hand brake which operates on the driving wheels only.

The frame is a deep channel section pressed steel, substantially cross braced. The electrical equipment includes a 12 volt starting and lighting set, five lamps, dynamo and ammeter. The chassis lubrication is by grease gun throughout.

The dimensions are as follows:—Wheelbase, 16 ft. 4½ in.; front track, 6 ft. 3¼ in.; rear track, 5 ft. 8½ in.; overall length, 29 ft. 3½ in.; overall width, 7 ft. 6 in.; height of frame when loaded, 3 ft.; and dash to end of frame, 23 ft. 11¼ in. The chassis prices are, with 38 in. by 7 in. pneumatic tyres, £1,040; with 40 in. by 8 in. pneumatic tyres, £1,100.

Round the Lancashire Associations.

North Western C.M.U.A.

The Committee of the North Western division of the Commercial Motor Users' Association has had under consideration the first report of the Royal Commission on Transport, which was referred to the various areas for the purpose of formulating recommendations for submission to the national body. The meeting of the divisional committee was held in Manchester on October 30th, but it is understaood that time did not permit of the meeting considering the whole of the recommendaions submitted. The second report of the Royal Commission has also been referred to the area committees.

Institute of Transport.

At the opening session of the Manchester, Liverpool and District centre of the Institute of Transport, on October 25th, Mr. C. le M. Gosselin (H. Viney and Co., Ltd., Preston) read a paper on modern transport developments and problems. The meeting was held at Manchester. After reviewing recent records in air travel, Mr. Gosselin said the railways constituted the only branch of transport that was not competing for speed records. Concerning the speed limits suggested by the Royal Commission on Transport, Mr. Gosselin said he was not altogether convinced of their utility. They always made him think of congested thoroughfares where one saw the dear old traction engine having to do something like twenty miles an hour in order to avoid blocking the traffic. His view was that when one got speed limits the tendency was to apply and enforce them at the least dangerous points.

In the course of the discussion, Mr. R. C. Reynolds (Bleachers Association) said that while competition in the early stages of transport development led to efficiency, it inevitably reached a stage at which it became wasteful and at which co-operation had to be substituted.

Mr. R. W. Royle (traffic manager, C.W.S.) expressed the view that there ought to be closer co-ordination between rail and road transport.

Manchester Transport Owners' Association.

Now that questions relating to the licensing of motor coaches in Manchester have been settled, owners are considering plans for next season to prevent overlapping. At the meeting of the Motor Coach Section of the Manchester Transport (Owners') Association and C.M.U.A. joint organisation, on October 23rd, there was a long discussion on a scheme of co-ordination. Eventually a strong committee was appointed to investigate the scheme, also special sub-committees to go into questions relating to the provision of booking offices and the organisation of motor coach services to eliminate light running, etc. Although the scheme particularly applies to Manchester, where coach owners are required to have their vehicles licensed by the Corporation, all members of the Association may participate in it. Ninety per cent. of the coach owners in Manchester are members of the Association.

East Lancashire Associations.

The Commercial Motor Users' Association and East Lancashire Road Transport Association have written a letter to the Accrington Corporation on the running by the Corporation of omnibuses other than those outlined by the Accrington Corporation Act of 1928. The reply of the Corporation is that the omnibuses referred to had been running as alleged only when not required on other services, but as the local services developed, such running would probably be discontinued owing to the absorption of the vehicles in such services.

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A New Karrier 30-Cwt. Chassis.

THE new 30-cwt. chassis produced by Karrier Motors, Ltd., Karrier Works, Huddersfield, represents the smallest of the Karrier goods-carrying range of vehicles. It is known as the "ZA" model, and is intended for a load of 30-cwts., not including the bodywork. It is a vehicle which has already proved highly satisfactory in actual service with important users, such as, for instance, the L. M. S. Railway Co. and Harrods, Ltd. The vehicle is of ample strength though of light and simple construction.

The engine is a four-cylinder monobloc casting with detachable heads, 80 mm. bore and 130 mm. stroke. It develops 19 h.p. at a normal speed of 1,000 r.p.m., whilst at maximum speed practically double this power is available. The bottom half of the crankcase is aluminium and forms an oil sump, holding 1½ gallons of oil. The crankshaft is of nickel steel, machined from the solid, heat treated and ground. The valves are placed side by side and have adjustable tappets, which are totally enclosed. Cooling is by a belt-driven impellor-type pump, forcing water through a gilled tube type radiator. Ignition is by high tension magneto driven through a Vernier coupling.

Lubrication is effected by a gear-type oil pump situated in the sump, gear driven from the camshaft. Oil is forced under pressure to the main bearings, and dippers on the connecting rods lubricate the big ends and cylinder walls by splash. The oil is efficiently filtered during its circulation. A relief valve maintains a constant pressure, and excess oil is discharged into the timing gear case before returning to the sump.

Power is transmitted through a single dry-plate fabric-faced clutch to the four-speed gear box, which is unit with the engine. The engine and gear box together are mounted on three-point suspension. The change speed gear has right-hand control on the gate principle and is independent of the frame. Gears are positively locked in position by spring-loaded plungers operating on selector rods. A reverse stop is also provided to the gear quadrant.

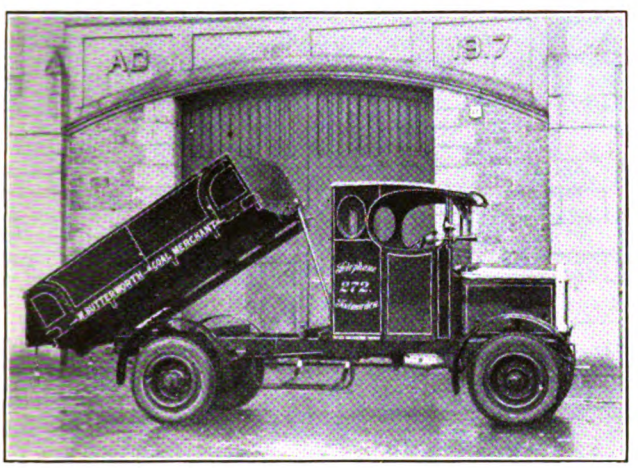
Between the gear box and the back axle there is a tubular driving shaft with a fabric disc at each end. The rear axle is of the worm-driven type designed that the worm, worm wheel and differential gear are easily removable as a single unit from the back axle casing. The road wheels are mounted on taper roller bearings and are equipped as standard with 32 in. by 6 in. pneumatic tyres. The wheels are of the detachable disc type.

The frame is pressed steel of deep channel section braced by steel cross members, and a special feature of the frame is that instead of the side members being parallel they are spread out to a width of 4 ft. at the rear, thus forming an excellent base for the body work. The lubrication of the chassis is on the grease gun system throughout.

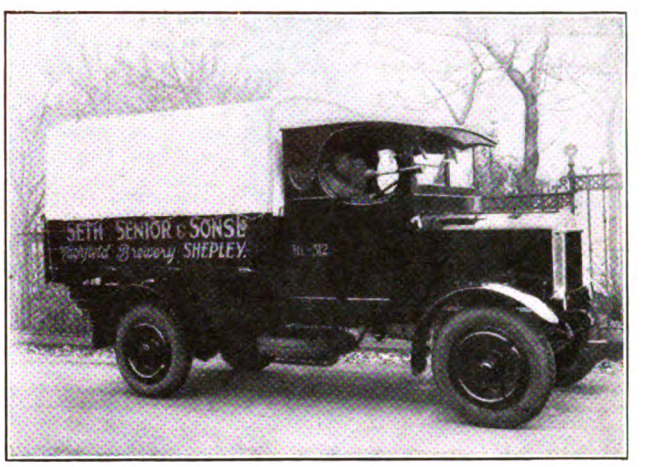
The hand brake is of the internal expanding type operating in rear wheel drums, and the foot brake is of the contracting type operating on the transmission. The wheel brakes are provided with bonded asbestos linings, and the transmission brake linings are of cast-iron and the design allows for quick detachability for renewal.

The petrol tank is carried on the dash and holds 11 gallons. The throttle and ignition levers are on the steering column. Steering is by worm and wheel and is fully enclosed.

The equipment includes a six-volt lighting set fitted as standard, and the dynamo is gear driven in tandem with the magneto. There are also a spare wheel, tyre and tube. Extras are a mechanical tyre pump, starter equipment and speedometer.



THE KARRIER "ZA" TYPE 30-CWT. CHASSIS FITTED WITH END TIPPING BODY FOR A YORKSHIRE COAL MERCHANT.



THE KARRIER "ZA" TYPE WITH TILT VAN BODY BUILT TO THE REQUIREMENTS OF A WELL-KNOWN YORKSHIRE BREWERY.

Road Vehicles—Great Britain.

A RETURN has been issued by the Ministry of Transport, giving particulars of the gross receipts from the taxation of Road Vehicles for the period from 1st December, 1928, to 31 August, 1929, and of the number of motor vehicles registered for the first time during the month of August, 1929. Copies (price 2s. 6d.) can be obtained from H.M. Stationery Office, Adastral House, Kingsway, W.C.2.

The gross amount received in payment for licences issued during the nine months ended 31st August, 1929, was £23,952,317, compared with £23,312,115 in the corresponding period of the previous year. The gross amount is subject to deductions in respect of rebates, refunds, statutory deductions, including costs of collection and administration and the proportion due to the Exchequer, under the Finance Act, 1926, from the net receipts of the taxation of motor cycles and vehicles taxed on horse-power.

Particulars are given of the total number of licences issued and surrendered during the nine months to the 31st August, 1929, and of the approximate numbers of licences current on that date. The total number of motor vehicles, excluding tramcars and trade licences, was approximately 2,131,000, compared with 1,996,000 in the corresponding period of the previous year.

The total number of mechanically-propelled road vehicles registered for the first time in August, 1929, was 19,073 compared with 18,164 in August, 1928.

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British Passenger Agents' Association.

THE Annual Meetings of the British Passenger Agents' Association were held in London from October 11th to 15th last. Mr. A. C. Osborn, Curtiss & Sons, Ltd., Portsmouth, London, etc., occupied the Chair at the commencement of the proceedings as President, having occupied this position for the past two years. The Annual Report and Statement of Accounts having been adopted Mr. Osborn then proposed the election of Mr. Henry Courtier, of Scarborough, as the President for the ensuing year, and in doing so referred to him as a man of very wide experience in association work and also as a great traveller. Mr. John Frame seconded the proposal, which was carried unanimously. Mr. Courtier was then invested with the Presidential Chain of Office and took the Chair.

MR. HENRY COURTIER.

The Annual Luncheon of the Association was held in the King Edward VII Rooms at the Hotel Victoria on Monday, October 14th, the new President occupying the Chair, and the chief guest being the Rt. Hon. The Earl of Derby, K.G., President of the National Travel Association of Great Britain and Ireland. Other distinguished guests included Mr. Arthur Ponsonby, M.P., Parliamentary Under-Secretary of State for the Dominions and Chairman of the Overseas Settlement Committee, deputising for Miss Margaret Bondfield, Minister of Labour, who on medical advice was unable to be present; Sir Newton J. Moore, K.C.M.G., M.P., Major Frank Bustard, The White Star Line.

The Earl of Derby, proposing the toast of the British Passenger Agents' Association, said he was there as President of the National Travel Association of Great Britain and Ireland which was doing its best to second the efforts of the passenger agents in this country to deal with the increasing volume of business with people coming to this country. There were two reasons why he wanted to see the success of the new Travel Association—people coming to this country spent money here and he did not disguise the fact that he preferred money to be spent in this country rather than in other countries. He also wished to develop travel in this country from visitors abroad because the mixing of the peoples of the various nations of the world was a great factor in enabling the various nationalities to understand each other and so contribute to world peace.

Mr. Henry Courtier, President, in responding, said this was the twenty-fourth anniversary of the Association, and the membership was increasing and the finances satisfactory, thanks very largely to the untiring energy of the Hon. Secretary. The Association was formed, not merely for the mutual benefit of its members, but to encourage and support and co-operate with the Government Migration Offices, both at home and overseas, and the transportation companies. Dealing with the question of migration the lot of the agent was becoming more responsible every year.

The other toasts were "British Migration and Settlement," proposed by Sir Newton J. Moore and responded to by Mr. Arthur Ponsonby, M.P. "The Transportation Companies" and "The Guests."

The Luncheon was a very successful event and was attended by a very large gathering of members and friends.

A New Metallisation Process for Worn Parts.

THE process of building up worn parts of machinery by the deposition of metal is not new, but a new and improved method is claimed to have been developed by Metallisation (Sales), Ltd., 89 Upper Thames Street, London, E.C.4. This building up process is carried out by means of a pistol tool known as the "Metalayer." The metal to be deposited is in the form of a wire which is fed into the tool at the rear automatically from a reel through the nozzle and into contact with an oxy-acetylene flame which melts the wire and, in combination with compressed air, blows the atomised metal against the surface to be coated at the velocity of about 3,000 ft. per second. The metal as it impinges against the surface solidifies and becomes practically an integral part of the surface as neither hammering nor bending tests can separate it.

THE "METALAYER" IN ACTION.

The "Metalayer" is connected by rubber hose to acetylene and oxygen cylinders and also to a suitable supply of compressed air. The tool contains a compact wire feeding mechanism which is rotated by a small air turbine through suitable reduction gearing. The wire is pulled from the reel and fed through the nozzle at a rate of from 12 ft. to 24 ft. per minute, depending upon the kind of metal used.

The pistol weighs only 3½ lbs. The flow of the gas mixture and the compressed air is controlled by a lever at the side of the pistol, the pressures being regulated at the source of supply. The variety of applications for which the process may be used are almost endless. It is stated that it is possible to apply an exceptionally durable coating of any commercial metal upon any other metallic or non-metallic material, such as wood, stone, brick, glass, porcelain, concrete, leather and fabrics. The thickness of the coating may be varied according to requirements from .001 in. up. For coating worn steel parts such as gears, shafts, etc., nickel wire ordinarily would be used though it might be preferable to use iron wire or steel wire of low carbon content. The usual procedure is to enlarge the part beyond the required dimensions and finish it to size by machining. The process may be used for galvanizing for the protection of iron and steel, and the process has the advantage that work of any size can be treated in situ if necessary.

Aluminizing can be carried out in the same way and is being used for such parts as engine manifolds and exhaust pipes, super-heater tubes, case-hardening, annealing and cyanide pots, parts of electric furnaces, fires and cookers.

For spraying zinc, aluminium, copper, bronze, brass and nickel, wire one millimetre in diameter is employed, the diameter being increased to 1.5 millimetres in the case of tin, lead and zinc.

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Manchester Docks and Ship Canal.*

By Henry Ashman Reed, M.Inst.C.E.,
Chief Engineer, Manchester Ship Canal.

MANCHESTER is the nearest sea port to towns as far apart as Burnley, Leeds, Nottingham, Leicester, Birmingham, Stoke and Crewe, and one is not therefore surprised that the idea that such an important industrial region required direct access to the sea was mooted some two centuries ago, and became a pressing necessity in the latter half of the 19th century, as the ports then available on the West Coast and at Hull and other ports on the East Coast did not afford adequate facilities, nor were they sufficiently adjacent to the population to afford an inlet and easy outlet for the large and growing volume of overseas trade.

An account of the Manchester Ship Canal would not be complete without special reference to that important undertaking, the Bridgewater Canal, the first Act for which was obtained in 1760 by the Duke of Bridgewater to carry coal from his collieries at Worsley to Manchester. Further Acts were obtained in 1762 to extend the Canal to Runcorn on the estuary of the Mersey, and in 1795 to Leigh in Lancashire. The total length of the Bridgewater Canal is 40 miles, and it is level throughout, with two flights of ten locks each down to the docks on the Mersey estuary at Runcorn.

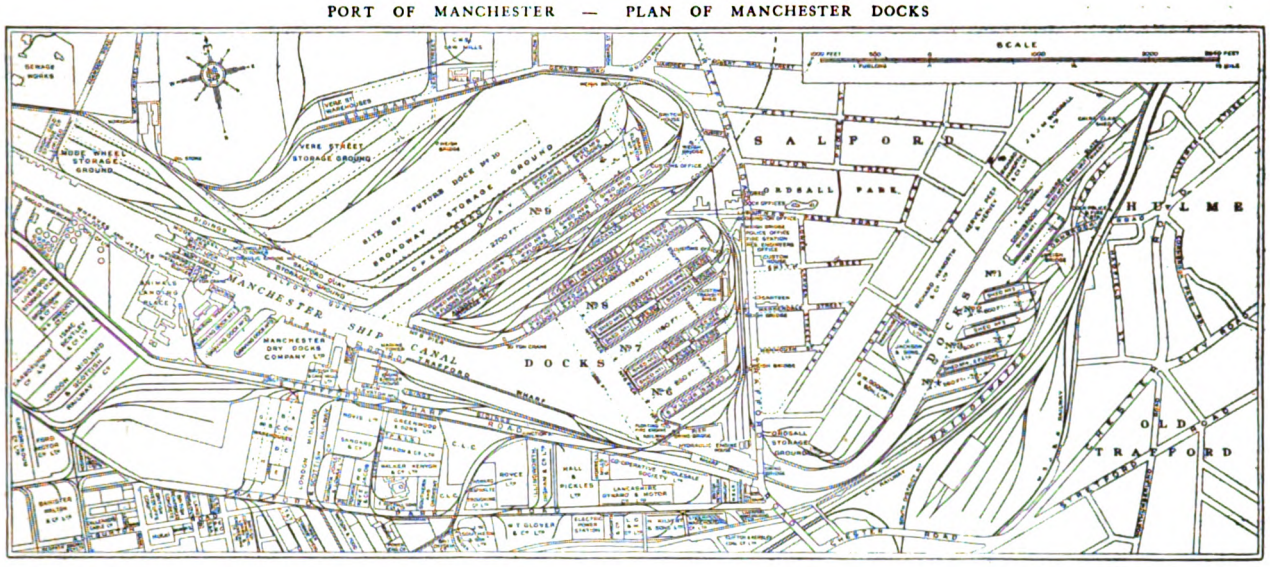
The Bridgewater canal was taken over in 1845 by a Trust, which absorbed the Mersey and Irwell Navigation, and which paid over half a million for the Navigation.

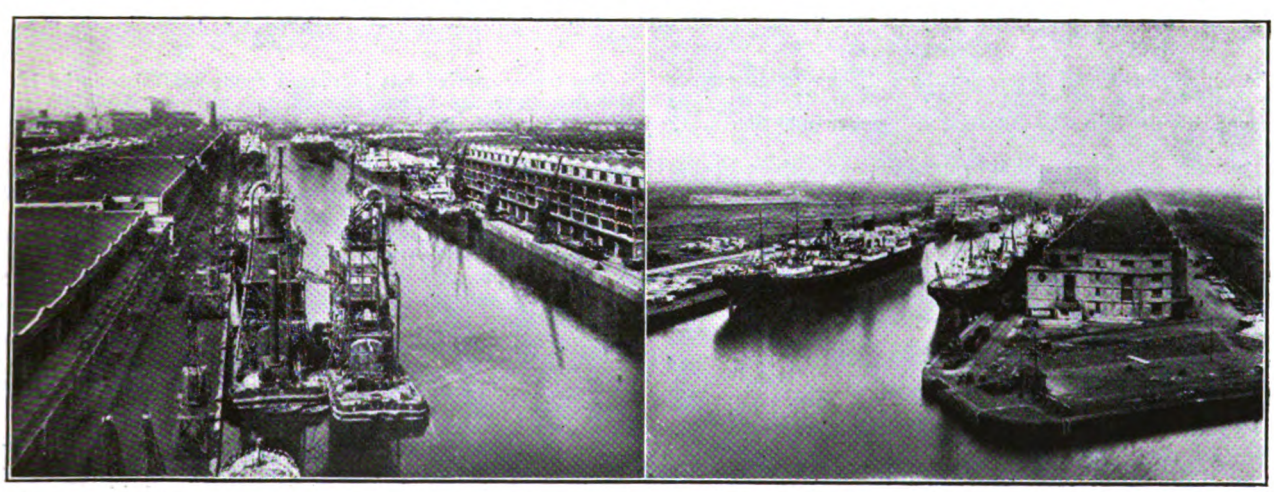
In 1872 a public company, the Bridgewater Navigation, was formed, which bought out the trust for £1,120,000. When the Manchester Ship Canal obtained their Act in 1885, Parliament stipulated that they should purchase the Bridgewater Navigation lock, stock and barrel, and pay £1,710,000 for the rights.

The Bridgewater Canal accommodated barges up to 70 feet long, 14 feet 9 inches beam and 4 feet 3 inches draught, carrying 72 tons; these barges plied from Manchester to Runcorn, and thence down the Mersey estuary to Liverpool, where the Trust used their own docks. The barges carried a large volume of traffic from the ships at Liverpool direct to Manchester by water, competing first with the roads and later with the railways.

Although by this means water-borne traffic reached the heart of Manchester, the importance of linking the city direct with the sea to avoid breaking bulk was not lost sight of.

PORT OF MANCHESTER — PLAN OF MANCHESTER DOCKS





TWO VIEWS OF THE SHIP CANAL DOCKS AT MANCHESTER.

In the meantime, the Mersey and Irwell Navigation was improved, and in 1841 the "Manchester Guardian" announced that a vessel had arrived in Manchester with a cargo of 300 tons of potatoes direct from Dublin and returned to that port with a cargo of coal.

In 1876 an engineer named Fulton proposed a ship canal to Manchester at sea level; this scheme again brought the matter prominently before the public, but was not adopted, and in 1882 Mr. Leader Williams (knighted after the completion of the work), who was then the engineer of the Weaver Navigation, brought forward his first scheme for a lock canal, and a committee of prominent citizens was

* A Paper read before the Annual Meeting of the Institution of Municipal and County Engineers, held at Buxton.

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formed to promote a Bill which was launched in the Session of 1883. The first scheme, proposed by Mr. Leader Williams, was to train a channel in the estuary of the Mersey from Liverpool to Runcorn, with a lock canal thence to Manchester. This was strenuously opposed, and the final project, after three fights in Parliament, consisted of a lock canal commencing at Eastham on the Cheshire side of the estuary about six miles above Liverpool skirting round the estuary, and thence up the valleys of the Rivers Mersey and Irwell to Manchester.

The first sod was cut by Lord Egerton of Tatton, the chairman of the company, on November 11th, 1887, and the whole canal was opened to traffic on January 1st, 1894.

Having given some idea of the historical side of the project, the technical side now claims our attention.

The Canal is 35½ miles long, and for most of its length has a bottom width of 120 feet.

It was originally constructed with a depth of water of 26 feet, which was a bold forward stride in those days for an inland navigation, as the Suez Canal—a Canal between two oceans—was only 26 feet deep and 72 feet wide at the bottom at that time.

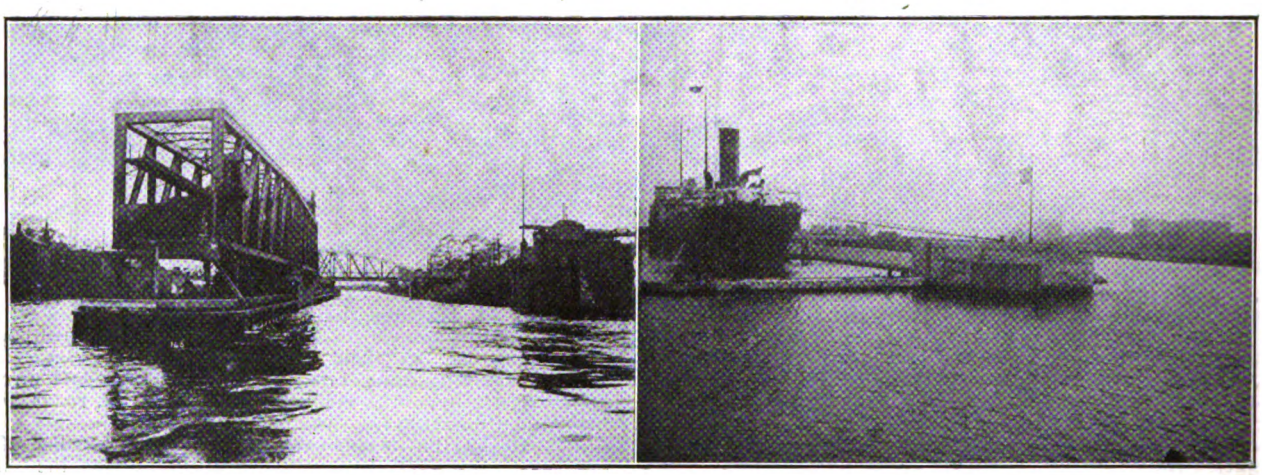
The depth was increased to 28 feet in 1909; on the Estuary or tidal section, 21 miles long, by raising the water level 2 feet, and on the Inland or the river section by deepening the bottom 2 feet.

All the locks are constructed of mass concrete with blue brick facing above the granite fender course and with granite coping; the gates are of greenheart, hydraulically worked as at Eastham; the locks are filled and emptied through culverts in the lock walls, the water is controlled in the culverts by means of greenheart sluice gates working between polished granite faces, and operated by hydraulic rams.

The operation of locking a vessel through takes, on an average, about ten minutes. It should be explained that there are two locks of different sizes at each installation, the smaller one taking the smaller traffic, thus conserving the water supply, which is further conserved by a second or intermediate set of gates in each lock for using a shorter length of lock if found sufficient for the size of vessel to be passed through.

Powerful pumping plant, capable of discharging 5,000,000 cubic feet of water in twenty-four hours, driven by Diesel type engines, is installed at three sets of locks in order to lift water to the pond above in case of shortage. There has, however, been ample water for the working of the Canal during the drought which has occurred this spring, and these pumps have not therefore been brought into requisition at all during this period.

The Canal accommodates most of the largest cargo steamers afloat, the biggest being 530 feet long by 63 feet beam, and about 12,000 tons carrying capacity.



LEFT: A VIEW OF THE BARTON AQUEDUCT WHICH CARRIES THE BRIDGWATER CANAL OVER THE SHIP CANAL. THE AQUEDUCT IS SHOWN OPEN FOR THE PASSAGE OF SHIPPING. RIGHT: TANKER DISCHARGING OIL AT THE STANLOW OIL DOCK. THE OIL PASSES UNDER THE CANAL TO THE STORAGE TANKS ON THE OPPOSITE BANK.

The length of Canal from Eastham Locks to Ellesmere Port and Stanlow Oil Dock, a distance of 4½ miles, was deepened by dredging to 30 feet, a further addition of 2 feet, in 1927.

As already stated, the Canal commences at Eastham Locks; from these locks a channel partly artificial and partly natural connects the locks with the deep water of the Mersey estuary. This channel is about 2½ miles long, it is buoyed and lighted by the Mersey Conservancy, and dredged by the Canal Company; heavy timber dolphins have been erected by the company for the guidance and protection of vessels on each side of the lock entrance channel.

The principal locks at Eastham are of two sizes, 600 feet long by 80 feet wide and 450 feet long by 50 feet wide. The gates are of greenheart, the lower gates of the 80 feet lock being the largest; each leaf weighs about 250 tons; they are moved by chains operated by hydraulic rams fixed in chambers in the lock walls.

An interesting provision at Eastham is an electrically driven sheer legs of 15 tons capacity for removing the top lengths of the funnels of steamers which are too tall to pass under the fixed bridges, the standard clearance being 75 feet above water level. Many modern steamers are provided with telescopic masts, and some with telescopic funnels for navigating the Ship Canal, but, to facilitate the passage of those steamers whose funnels are too high and are not telescopic, this machine has been installed to remove and store the funnels' tops during the time such steamers are in the Canal.

There are four other sets of locks to lift vessels to the level of the docks in Manchester, but of less width although of the same length; they are 600 feet by 65 feet and 450 feet by 45 feet respectively.

The total rise of the water level in the Canal is 58 feet 6 inches, the water at Manchester being about 70 feet above mean tide level.

The traffic carried has increased from 926,000 tons in 1894, the first year the Canal was opened, to over 6,000,000 tons in 1928, and the gross receipts from £97,901 to £1,517,018.

In constructing the Canal many engineering problems had to be solved, roads and railways had to be crossed, the existing canals and docks had to be dealt with, and drainage, flood and tidal water had to be provided for.

Roads are carried over the Canal by bridges, most of them of the opening span type with a waterway of 120 feet and road widths to suit the local circumstances. They are all worked hydraulically and turn on roller paths with a centre press to take a portion of the load.

There are seven bridges of this type, a good example being the Knutsford Road Bridge near Warrington, which weighs 1,350 tons. Two roads are carried over the Canal on high-level fixed bridges of the cantilever type, weighing 780 tons each with a clear headway of 75 feet above water level.

The problem of carrying the existing railways over the canal was a difficult one; they had to be lifted to give the standard clear head-way of 75 feet, and the bridges are all of the fixed lattice girder type. Five railways had to be dealt with, the largest bridge being that at Acton Grange carrying two railways side by side. The girders are 298 feet overall and the steelwork weighs 1,946 tons. The approach embankments entailed a very large amount of work, which included road diversions and bridges and the reconstruction of several stations.

The Runcorn Viaduct, which carries the L.M. and S. Railway over the River Mersey at Runcorn, was constructed long before the Ship Canal, and gives a clear headway of 82 feet above normal water level in the Canal. The Widnes Transporter Bridge (now owned by the Widnes Corporation) carrying road traffic between Runcorn and Widnes, was constructed in 1905, and carries road vehicles across on a platform suspended from a carriage by means of steel ropes. The carriage is drawn across on the main girders by means

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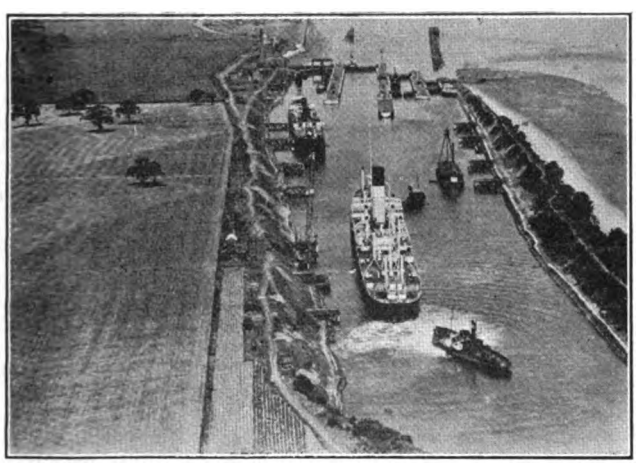
of rope haulage. The bridge clears both the Ship Canal and the River Mersey in one span of 1,000 feet.

At Ellesmere Port the Shropshire Union Canal ended in a series of docks bordering on the estuary of the Mersey which was cut off from the river by the Ship Canal and the traffic to and from this canal and the docks now passes over the Ship Canal. The docks have been leased to the Canal Company, and the port is fast becoming an important centre. Besides iron, steel, coal and general cargo a large volume of grain traffic is dealt with, there being three flour mills situated in direct water and rail connection with the docks. The Canal Company owns a large grain warehouse in connection with which a complete system of band conveyors has recently been installed to facilitate the discharge of grain cargoes and the passage of the grain in bulk direct to the mills.

The company have recently extended the quay accommodation at Ellesmere Port by constructing a reinforced concrete wharf 1,200 feet long, fronting the Ship Canal, equipped with modern wharf cranes, 2½ tons capacity, electrically driven. Road, railway and transit shed accommodation is provided on the wharf, and in addition an entirely new type of coaling plant for loading full cargoes by means of a pair of belt conveyors at a combined rate of 800 tons per hour or for bunkering. This plant is very adaptable, it will load into the hatches or bunkers of the largest type of ship which can enter the Canal, or alternatively into a barge or the bunkers of a tug. The conveyors move on radial tracks and can command all the fore and aft hatches of a vessel



EASTHAM DOCKS. THE ENTRANCE TO THE CANAL FROM THE MERSEY.

lying alongside. Railways and sidings with connections to the main line railways have been constructed at the rear to accommodate both coal and cargo.

At Western Point and Runcorn the docks of the Weaver Navigation and the Bridgewater Canal were cut off from the River Mersey by the Canal, and the Weaver Navigation and Bridgewater traffic now enters the Ship Canal and either passes along it and enters the estuary of the Mersey by means of side locks.

Perhaps one of the most interesting engineering feats in connection with the construction of the Ship Canal was the method of dealing with the Bridgewater Canal, where it formerly crossed the River Irwell at Barton by means of an aqueduct, the largest arch having 57 feet span. This has been replaced by a steel swing bridge which contains a trough for carrying the barge canal. The bridge revolves on steel roller paths. The ends of the bridge and the canal approaches are provided with gates which can be closed across the canal, the water enclosed in the trough on the bridge being thus cut off from the canal and moved with the bridge. A watertight joint is made between each end of the bridge and masonry of the approach aqueduct by means of steel taper "U" pieces with rubber faces. The bridge is worked by hydraulic power and with the enclosed water weighs 1,450 tons. The length is 195 feet with a clear waterway of 90 feet for the Ship Canal.

There is not time to describe in detail the various wharves and quays along the canal, of which there are many for dealing with coal, oil, ore and other cargoes, and we will now pass to the terminal docks at Manchester.

At Manchester there are 5½ miles of quays and a turning basin with dock sheds (many of which are five storeys in height) and all modern contrivances to deal with the various classes of cargo—Manchester being one of the best equipped ports in the world.

There are 53 hydraulic cranes, 53 steam cranes and 142 electric cranes for dealing with cargo, the principal type handling 30 cwt. and being capable of unloading cargo from the biggest ship and depositing it on the top floor of the five-storey transit sheds.

An interesting feature of these cranes is the Holme's remote control system whereby one man stationed at a convenient point on the ship can work the crane and at the same time observe the exact position of the load either in the ship's hold or ashore. This apparatus permits of a signaller being dispensed with, and at the same time ensures safer and quicker despatch.

The largest dock at Manchester is No. 9 Dock, and was opened in 1905. It is 2,700 feet long (over half a mile) by 250 feet wide, and has four-storey reinforced concrete transit sheds running continuously along one side.

On the other side at the head of the dock, are situated two of the most modern transit sheds; they are each 450 feet long by 110 feet wide, have five floors and are served by twelve 2-ton electric quay cranes on the quay side and six 2-ton and six 1-ton semi-portal electric cranes at the rear; railways are provided at front and rear with sidings for marshalling traffic, and cart roads are constructed all round the sheds. The dock railways are well laid out and connect with the railway systems of the country at three points; there are over 80 miles of railway and sidings at the docks; the Canal Company owns over 200 miles of railway in all, with 73 locomotives and 2,435 wagons.

Grain is accommodated and stored in two grain elevators, each of 40,000 tons capacity, the first for dealing with full cargoes by means of a bucket leg lifting 350 tons per hour, supplemented by pneumatic plant to lift 120 tons per hour. The second, situated at the head of No. 9 Dock, is fed by belts below the quays of the dock; these belts can be loaded from ships moored in the various berths at the same time as other cargo is being dealt with. There are six belts, each of 150 tons per hour capacity. The second elevator is worked electrically, has 341 bins, and can load inward from ships and outward to barge, rail or road simultaneously. Weighing is done by 12 automatic machines of 2-ton capacity, and automatic bag loading and weighing machines are provided for outward loading. Bulk loading to road vehicles is now being adopted in some cases as it saves the labour of sacking and handling.

Besides sheds on the quays for cargo in transit the Canal Company owns a large number of warehouses for the storage of merchandise; one of the principal warehouses is situated on Trafford Wharf Road, and covers an area of 6.4 acres. The building is divided into eight compartments for isolation in case of fire, and is protected by an automatic fire-sprinkling installation. The larger compartments are 400 feet long by 100 feet wide, and merchandise is handled by means of overhead cranes spanning the full width of the compartment.

At Manchester the company has provided a 60-ton self-propelling floating crane which carries heavy cargo on its deck and can range alongside steamers and load direct to them, thus avoiding delay to vessels which would otherwise have to move to a special berth for loading heavy merchandise.

An interesting vessel has been to Manchester on several occasions which has its own gear and specially designed holds to lift and carry locomotives, railway rolling stock, etc., completely built and equipped. The locomotives are sent by rail to the docks, loaded and unloaded by the vessel, and are ready for the road on arrival at the port of destination.

For many years large quantities of petroleum, lubricating and other oils have been imported by the Ship Canal, and all the important oil companies have tank installations on the borders of the canal with unloading wharves and oil pipe lines.

In order to meet the growing demand for petrol the Canal Company constructed an oil dock in 1922 at Stanlow, close to Ellesmere Port, to deal with petroleum products flashing below 73 deg. Fahrenheit, which it is not advisable—owing to fire risks—to unload at the usual open wharves. This dock is in an isolated position, and when a ship is discharging is closed by means of a reinforced concrete floating caisson, which in case of fire would prevent any burning petrol floating on the water from spreading over the surface of the canal and endangering the works of the company and passing vessels.

The Canal Company has provided a very complete installation of steam boilers (with fuel oil tanks, deep well, water storage tanks and water-softening plant) for supplying steam to ships when using the petrol dock at Stanlow, as the ship's boiler fires are out of action when unloading.

The petrol is pumped through pipes laid in a subway under the Ship Canal to the oil companies' storage tanks—from

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whence it is distributed by road, rail and canal barge to the oil companies' various sub-depots and to petrol stations.

This business is growing and is a very valuable addition to the Canal Company's activities.

The maintenance and renewal of the Ship Canal works to keep the waterway, locks, roads, railways, bridges, buildings, rolling stock, machinery, etc., up to a proper standard of excellance requires a large staff and continual supervision.

The staff and workmen continually engaged number over 1,500, and the cost of maintenance and renewal amounts to about £340,000 annually. Of this sum £150,000 is spent on dredging, and £67,000 on the way, works and rolling stock of the railways.

The removal of the material deposited in the canal and approach channel necessitates constant dredging, the quantity removed each year amounting to upwards of 2½ million cubic yards, barge measurement.

Much of the deposit is brought down by the rivers (the canal drains an area of about 1,300 square miles), and in addition the tides bring in a large volume of silt from the Mersey Estuary.

The material is lifted by bucket, grab and suction dredgers, it is mainly deposited on large areas of land specially prepared by banking for the purpose, and is lifted from the barges by powerful suction pumps; a smaller proportion being taken out to sea and dumped.

In conclusion the author said he hoped that this short review would give some idea of the Manchester Ship Canal, which has grown from small beginnings to be the third port in the United Kingdom as regards value of imports and exports (London and Liverpool being the premier ports), and will help you to appreciate the magnitude of the undertaking, the pluck and foresight of the brave pioneers who conceived and carried out the work in the face of great engineering and financial difficulties, and the labour of those who have come after them, and who have added to and improved the original scheme in an endeavour to keep the undertaking always in advance of the requirements of the trade and commerce of the important area served by the Ship Canal.

British Association of Shipping and Forwarding Agents.

AT a meeting of the Council of the British Association of Shipping and Forwarding Agents, held at the London Chamber of Commerce on October 15th, the following gentlemen were present:—Chairman: Mr. A. W. Heard (Jones, Heard & Co., Ltd., Newport, Mon.); Vice-Chairmen: Mr. M. E. Duffett (J. D. Hewett & Co., Ltd., London); Mr. N. N. Bird (Herbert Watson & Co., Ltd., Manchester) and Mr. W. H. Elder (W. H. Elder & Co. (Shipping), Ltd., Hull); Messrs. A. Faulkner (Crowe and Co. (London), Ltd., Manchester); F. H. S. Rouse (American Express Co., Inc., London); J. O. Wood (T. F. Wood and Co., Ltd.); F. J. Gerson (Rosenberg, Loewe & Co., Succrs., Ltd.); W. O'Brien (G. W. Sheldon & Co., Ltd.) and F. W. Challis (temporary Acting Secretary).

Apologies for absence were received from Mr. T. Heyman (Morison, Pollexfen & Blair), Mr. MacCulloch (McCulloch, McLellan & Pollok), and Mr. Sanderson (Sanderson's Express Co., Ltd.).

Correspondence.—(a) A letter from a member gave rise to some discussion on the subject of Through Bills of Lading issued by Forwarding Agents being refused by banks. It was stated that the London Shipping and Forwarding Agents' Conference has consistently supported the Forwarding Agents' point of view and that the British Association of Shipping and Forwarding Agents were watching the matter with close interest.

(b) A letter was read from the International Federation of Forwarding Organisations, stating that they were unable to accept the Association's invitation to meet in London in 1931, but that they would like to consider an invitation for 1932. It was decided that this invitation should be given in due course.

Federation of British Industries.—From correspondence with the Federation of British Industries it appeared that they supply their members with quotations obtained from Shipping and Forwarding Agents who are also members of the Federation. It was decided that a further letter on the subject should be addressed to the Federation suggesting co-operation with the Association.

Railway Competition.—Deputations have been received on behalf of the Association by the London, Midland and Scottish Railway and the Great Western Railway. Both companies have given assurances that they have no wish to interfere with, or in any way injure the business of Forwarding Agents.

Local Areas—Hull.—At the request of the Humber Forwarding Agents' Association, it was decided to address a letter to the General Managers of the L.N.E.R. and the L.M.S., drawing attention to the state of affairs which exists at the Humber Ports where the work of Forwarding Agents appears to be done by the railway companies, free of charge.

Proposed Affiliation.—It was reported that the London Shipping and Forwarding Agents' Conference was considering a scheme for affiliation with the British Association of Shipping and Forwarding Agents, and Mr. Duffett and Mr. Rouse explained the suggested basis of this affiliation, which was well received by the meeting. It is proposed that London Forwarding Agents should, upon payment of a subscription of four guineas per annum, become members of both the London Conference and the British Association of Shipping and Forwarding Agents, each Association receiving 2 guineas in respect of each member. It is recognised that some London Agents may wish to join only the national body by paying the present subscription of 3 guineas. Such Agents would thus receive the benefits of the activities of the London Conference without being members of it. Those present were of the opinion that this difficulty could be overcome by the British Association of Shipping and Forwarding Agents' raising their subscription for London members to 4 guineas per annum, and the members present unanimously decided that this suggestion should be placed on the Agenda of the next Annual General Meeting of the Association.

Membership.—An application for membership was accepted from the Machinery and Technical Transport Co., Ltd. Recommendation from the German section of the London Shipping and Forwarding Agents' Conference: On the recommendation of the German Section of the London Conference, it was decided to send a circular to members ponting out that as some misunderstanding has, on occasion, arisen, concerning the interpretation of the phrase "per ton" in quotations made in respect of goods originating from Continental towns, they should make it quite clear that all quotations for goods from Germany should be "per thousand kilos" and that no reference should be made to the phrase "per ton."

Southampton Docks.

MARKED activity is always apparent in the general export trade at the Docks during the autumn months. This big seasonal "spurt" is mainly due to the great quantities of Christmas traffic for shipment overseas. In order to reach destinations in farthermost parts of the world at early dates, this traffic commences to pass through late in August, and this year the new freight services of the Peninsular & Orient Steam Navigation Company have given an additional stimulus to the shipments. Heavy South African cargoes are prominent features in this traffic each year during October and November, but recently the Union-Castle Company's m.v. "Carnarvon Castle" eclipsed all records with a cargo of over 7,000 tons. Further dredging and widening of the main channel approach to Southampton Docks is being undertaken by the James Dedging, Towage and Transport Co., following upon the acceptance by the Southampton Harbour Board of that Company's tender for this work. The contract entails the provision of a depth of water of 35 feet 6 in. at L.W.O.S.T. between the Hook Buoy and Calshot Light Float and also a widening of the approach to the Docks from these points to 600 feet. The New Zealand meat season, recently terminated, has been most successful as far as the cargoes handled at Southampton were concerned. Both the New Zealand Shipping Company and the Shaw, Savill and Albion Line have been responsible for the large consignments landed at the Docks which this year have established a new record for the trade. Winter schedules are now being entered upon by most of the shipping companies, and the joint mail service operated by the Cunard and White Star Lines comes into being with the sailing of the "Majestic" on Wednesday, 27th November. This curtailed schedule coincides with the overhaul season for the big liners, and between November and March next each of the "big six" will be accommodated for this purpose at Southampton, commencing with the Cunard liner "Aquitania."

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The Transoceanic Forwarding Co., Ltd.

VISITING the offices of the Transoceanic Forwarding Co., Ltd., 61 Greek Street, Soho Square, W.1., we were interested to find that this progressive shipping and forwarding agency is housed in the same building where De Quincey wrote his story of "The Confessions of an Opium Eater."

There is very little of the romance of De Quincey left in this busy office, where the firm originally commenced business soon after the War, with Mr. A. B. Chalmers and Mr. C. E. Kuderli as the controlling principals. They have now a staff of tweny-three employees at the head office.

The Company has maintained a good reputation for doing more than just the ordinary Custom House clearances and forwarding work.

MR. ANDREW B. CHALMERS, DIRECTOR.

They have, through their directors, kept themselves deeply interested in the requirements of their clients, and have always considered the clients' requirements and worked to their schedule.

After the business had been established in London for twelve months, it became obvious that owing to the important continental connections which the directors had established through their twenty years of forwarding work, that they must have their own organisation in Paris, where up-to-date shipping agents' methods could be placed at the disposal of their clients, and at the same time, give their clients who were journeying from England, America, Germany, etc., an office where they could speak their own language, and be given every assistance during their stay in France. To this end an office was opened at 203 Rue du Faubourg St. Denis, Paris, which is within three minutes walk of the Gare du Nord, under the management of Mr. Jean Frei, who had already, after experience in Switzerland and in France, been several years in London with a well-known firm of forwarding agents, and consequently, clients calling upon the Paris office, have the benefit of being able to speak their own language, and be clearly understood by the staff. This office has been nearly ten years in existence, and it has recently been necessary to also occupy 201 Rue du Faubourg St. Denis.

The firm also keep in touch with the requirements of their clients, not only in Paris, but in America, Belgium, Italy, Germany, Austria and Czechoslovakia, with the result that the name of the Transoceanic Forwarding Co., Ltd., is well-known in the chief cities of Europe and America.

The Paris office, as well as the London office, can boast of having been guided by the same Direction, during the past ten years, which means that the clients visiting either of these two cities, receive the greatest consideration from the Direction and from the staff of eighteen employees.

The Company also four years ago, found it necessary, in order to give a proper representation, to open an office in Brussels and in Antwerp, where they are now firmly established with a progressive business.

They also handle correspondence in German, French, English and Flemish, and any clients calling have no difficulty in expressing themselves and their requirements, and they always receive the most careful attention from their Administrateur-Délégué, Mr. F. Van de Moortel and the staff of sixteen employees.

MR. C. E. KUDERLI, DIRECTOR.

An organisation has also been formed in Berlin, of which the Directors of the Transoceanic Forwarding Co., Ltd., are the sole shareholders, entitled The Transoceanic Forwarding G. m. b. H., Friedrichstrasse 232, Berlin, SW, 48, and here the reputation of the Transoceanic Forwarding Co., Ltd., is well carried on by their two Directors, Mr. Distler and Mr. Gaulis, and a staff of 14 employees.

At this office a writing room is placed at the disposal of clients, with free use of telephone, and also every assistance to enable them to conduct their business while in Germany.

The Transoceanic Forwarding Co., Ltd., are recognised for getting things done, and a glance through the Record Book of this Company, gives one a very good idea of the efficiency of their organisation. Letters which have been written by the various clients, are couched in the most friendly terms, and show that although the Company has only been in existence for ten years, it has made a lasting impression on very important concerns throughout the World.

Although a great portion of their business is in connection with Europe and America, the Directors have had many years experience in shipping to the Colonies, and are well-known in Australia, New Zealand, India, China and Japan, and clients can feel sure that their requirements will be handled with British efficiency, both in this country and at their various Continental offices.

River Severn Development Association.

THE River Severn Development Association has been formed to develop commercially the area through which the River Severn flows. This great waterway of the Midlands offers economical transport from the Bristol Channel Ports, the river being within easy reach of the Midland manufacturing area. The Severn is navigable to Worcester for boats up to 200 tons burthen and to Stourport for boats up to 100 tons burthen. At a small private meeting representing various towns and interests connected with the River Severn, it was decided to set up the River Severn Development Association, with offices in Birmingham. The work of the Association will be divided into three groups:—1. To promote the development of the River Severn and the neighbourhood thereof for industrial purposes; 2. To collect information on all matters of interest to industry; and 3. To advertise the advantages of the River Severn more particularly from an industrial point of view. It is proposed in the first instance to set up a Central Bureau from which information relating to factory sites, warehouse accommodation, availability of electricity supply, gas, coal and oil fuel, local rates, transport facilities, labour supplies, etc., may be obtained. The aim of the Association is to develop as far as possible the whole of the area served by the River Severn and not to concentrate on any one particular locality. Information and data to this end, therefore, will be collected from all the Authorities along its route. For the time being it is proposed that Mr. E. W. Bayliss, of The Severn and Canal Carrying Company, Ltd., 16, Bridge Street, Broad Street, Birmingham, shall act as Secretary.

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Port of London Authority.

THE new motor ship "Rangitata" has arrived in the Royal Albert Dock, London, from the Clyde where she was built by J. Brown & Co., Ltd. The vessel possesses several special features. By a special arrangement of bulkheads, the vessel has one load-line only for both summer and winter seasons instead of two as is usual. The twelve lifeboats are fitted and mechanically propelled, and all winches and auxiliary deck gear are operated by electricity. The "Rangitata" is 16,737 net reg. tons, and she has accommodation for 110 first class, 90 second class and 200 third class passengers. Besides general cargo, the vessel will carry perishable goods for which she has about 450,000 cubic feet insulated space. The "Rangitata" will leave London on her maiden voyage on November 21st for Wellington, New Zealand, via Panama.

The Port of London Authority has accepted the offer of Mr. J. Lawson, a Director of the well-known firm of merchants, Messrs. Balfour, Williamson & Co., to instal in the docks six drinking water fountains for the convenience of dock workers.

To facilitate the movement of shipping in the Upper Pool, the Port of London Authority has come to an arrangement with the Commissioners of Customs and Excise and the Shipowners concerned, whereby the Customs examination of vessels bound from foreign ports to wharves above London Bridge will take place as far as possible in the lower reaches of the Thames instead of in the Upper Pool as formerly.

The Port of London Authority has arranged for the exhibition throughout South Africa of a film depicting the activities and commercial attractions of the Port of London. The arrangement has been made through the Authority's South African representative, Mr. E. J. Hartley, whose headquarters are in Cape Town.

The increase in London's shipping which has been taking place for some years still shows progress. The figures for the half year ended 30th September last, indicate that the current twelve months will break even the record for the previous twelve months, as a further increase of 1,826,314 net register tons has taken place over the corresponding six months of last year. No other port in the United Kingdom approaches the London figures. Last year over 55,000,000 net register tons entered and left London, being over 61 per cent. in excess of the next largest port. The shipping which entered the docks of the Port of London Authority for the month of September was 1,529,485 net register tons, a record for any single month in the history of the docks. Although shipping figures are not always a reliable index to trade, the goods landed and warehoused with the Authority show an increase of 6 per cent. over the corresponding six months of last year.

The extent of the trade between London and the United States and Canada (North American Ports), is indicated by the presence simultaneously in the London Docks recently, of 17 ships from these ports. The vessels included six well-known Atlantic passenger and freight ships—the White Star "Calgaric" and "Megantic," the Cunard "Alaunia," "Ausonia" and "Lancastria," and the A.T.L. "Minnekahda," representing 167,170 net register tons.

An exhibition of Arts and Crafts executed by members of the staff of the Port of London Authority, will be held at the Authority's Head Office from November 25th to the 30th. There will be a wide range of exhibits and most grades of the staff will be represented. The exhibition will be open to the public each day, and it is anticipated that the various displays will be quite as attractive to the public as last year's inaugural effort.

During the week ended November 1st, 572 vessels, representing 348,756 net reg. tons entered and left the Port of London. Of these 321 ships (219,949 net reg. tons) were engaged in foreign trade and 251 (128,807 net reg. tons) were engaged on coastwise trade. Compared with the previous week the vessels which used the Port Authority's docks show an increase of 49 ships representing 77,341 net reg. tons.

India is taking large consignments of British goods at the present and London Shipowners are finding no difficulty in filling all available cargo space in their vessels sailing for Indian ports.

New Liners for America.—Shipbuilders of the United States have been invited to submit tenders to the United States Lines for the construction of two liners each of 705 feet long, of approximately 30,000 tons displacement and capable of 22 knots speed. The ships, which are to be able to carry 1,300 passengers, will be smaller than the "Leviathan" but will be larger than any so far constructed in American shipyards. Specifications are also being prepared for four other liners, larger and faster than the "Leviathan," which the United States Lines intend to build after the first two have been completed.

Insulated Containers for Goods.

THE introduction by the L.M.S. Compa containers to cater for meat and oth traffic marks the further stage in the container form of goods traffic by that the pioneers in the scheme in this resp ago.

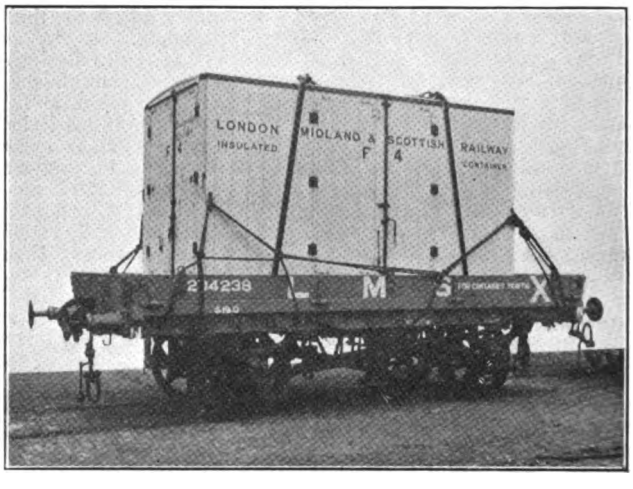
The insulated containers, the first bat in traffic, are distinguished as "F" type 6 ft. 2 in. wide, and 6 ft. 4 in. high in and are constructed of wood painted w interior being varnished to facilitate cleans.

The container is fitted with a pair of swin outward at either side and also with a door upper half of which swings outward, the l opening in the form of a truck door.

Insulation is provided by means of 2 in. of slabbed cork, and has been pronounced by the trade to be efficient.

An improvement, however, will be effected in the next batch of containers to be delivered by having somewhat less insulated material in the floor in order to increase that in the roof upon which the greatest amount of heat from the sun will fall in hot weather.

The containers are rendered securely air-tight by ingenious devices whereby a spring inserted between the inside wood



LONDON, MIDLAND AND SCOTTISH RAILWAY INSULATED CONTAINER.

of the insulated material where the doors occur is employed to force a leather flap tightly into the interstice of the door when closed.

Lifting arrangements are provided by slings connected by four lifting chains to the roof and the container, which are designed to carry 4 tons, will weigh empty 35 cwts., and will travel on suitable railway wagons equipped to run on fast goods trains.

Although no hangers are provided for the purpose of handling meat, the facility is a considerable improvement upon railway refrigerator cars in as much as all handling at the station is eliminated, the meat remaining in a cold atmosphere until delivered to shops, store or cold store, and as compared with road transport, the rail container facility should be superior in its elimination of bruising.

The L.M.S. innovation has commended itself to experts of the meat trade who have had the opportunity of inspecting it.

The Freezing of the St. Lawrence.—It is officially announced that the navigation of the St. Lawrence will cease on November 23rd, when lights and other Government aids to navigation will be discontinued. The last sailing between Montreal and Quebec will be on the same date.

Direct Shipping Line Between Buenos Aires and Vera Cruz.—A Buenos Aires message says that as a result of conferences between President Irigoyen, Dr. Oyhanarte, the Minister of Foreign Affairs, and the Mexican Ambassador, Senor Reyes, a direct shipping line between Buenos Aires and Vera Cruz has been established. The Argentine ships "Bahia Blanca" and "America" will take the first cargoes.

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News from the Ports.

Merseyside Area.

...g and Forwarding Agents' Associa-... Shipping and Forwarding Agents' Asso-... Meeting will be held at Exchange ...ovember 20th, has had a very suc- ... rendered extremely useful service ...arding agents during the year. A ...ctivities have been recorded in these ...time. A sub-committee consisting of ...e vice-chairman, Mr. Hughes, Major ...ecretary (Mr. S. Leslie Jude) has been ...ake the arrangements for the Annual ...ll probably be held on Saturday, January 18th, at the Grand Adelphi Hotel, Liverpool.

VISITING the office ... Ltd., 61 Greek Stree... find that this pre... is housed in the ... story of "The C...

There is very ... in this busy ... business soon ... Mr. C. E. F... now a staff ...

Co-oper... -To consider amongst other things the important question of shipping customs, the Liverpool Shipping and Forwarding Agents' Association is working in close co-operation with the London Association and with the New York Freight Forwarders' and Brokers' Association. The matters which are within the immediate purview of these bodies collectively, are of great significance, nationally, indeed almost internationally.

Master Porterage Point.—Liverpool shipping and forwarding agents have been advised on a point in reference to the master porters rates for East Indian palm oil. The Dock Labour Joint Committee gave a ruling that no extra wages are payable under the White Book Agreement to dock labourers handling East Indian palm oil unless in any specific case a claim that the barrels are in dirty condition can be established. Hence, the Mersey Docks and Harbour Board has directed that the description of "Oil, Palm" in the list of articles on page 21 of the Master Porterage Bye-laws be altered to read "Oil, Palm" (other than East Indian and Palm Oil in Iron Drums or Cylinders). If, in any specific case, a claim that the barrels are in dirty condition is established, the master porter will be entitled to add to the rates shown in the classification tables, an extra charge of 1d. per ton for every extra 6d. per day paid for labour.

Problem of Port Cargoes.—There is a certain amount of agitation in Liverpool commercial circles in consequence of the extension made by the Manchester Ship Canal Company in regard to ships dues on vessels discharging part cargoes at Manchester. Vessels discharging not more than one-half of their net registered tonnage pay only half of the ship canal dues. At Liverpool, however, ships discharging not more than one tenth of their net registered tonnage pay one-half tonnage dues plus tonnage dues on the cargo landed. Colonel Hawkins (assistant general manager of the Dock Board) has stated that the question would be considered by the Board when the de-rating proposals came before them. The Board had not yet decided what they would do in the way of benefits under de-rating, and the question of the discharging of part cargoes would probably be considered again. The board, he said, always had been quite firm on this particular point. They want the ships with full cargoes at Liverpool.

The Late Mr. H. Ackerley. — Mr. Harold Ackerley, of Birkenhead, who passed away last month in his sixty-sixth year, was a member of the firm of Messrs. Benjamin Ackerley and Son, shipping and passenger agents of the Dock Board Building, Liverpool, which was founded by his father, the late Mr. Benjamin Ackerley in 1849. The firm are agents for several North and South American shipping companies. At the funeral many firms of shipping and forwarding agents were represented including:—Mr. G. C. Horton (chairman, Liverpool Shipping and Forwarding Agents' Association), Mr. Stanley Hooton, Mr. John Philip, Mr. T. N. Philip, Mr. J. Delamere (R. Steinmann and Co.), Mr. G. V. Horton (director, E. H. Mundy and Co., Ltd.), Mr. F. B. Johnson (Robt. Gilchrist and Co., Liverpool), and Mr. W. R. Wild (Langstaff, Erembert and Co., Liverpool).

Revised Porterage Conditions.—No objections having been received by the Ministry of Transport to the proposed amendment of the Liverpool master porters rates for opening and taring packages containing gum, gum ghatty and glue, the amended bye-law is now in operation. The new master porters rates on Premier Jus and stearine in tierces or casks, not exceeding ten cwts. each, are now in operation. The new rate is 30d. per ton, including weighing singly, for delivery after the goods has been stowed on the quay.

Manchester Area.

Manchester Shipping Agents' Conference.—All the business at last month's meeting of the Manchester Shipping and Forwarding Agents' Conference was of a domestic nature that does not lend itself to public discussion. One topic, however, that is of constant recurrence is the apathetic attitude of many shipping and forwarding agents to the value of efficient organisation. There is a tendency for many to under-estimate what might be done by collective effort. As it is, many firms shoulder their own burdens which might be correspondingly lightened were they borne by a greater number. In an interview the other day, Mr. Allen, who is the secretary of the Manchester Conference, said it is their ambition to conduct the Conference on the lines of the London Shipping and Forwarding Agents' Conference and, as soon as the necessary support is forthcoming, to form separate sections for agents according to their interests, such as in the French trade, German trade, South American, etc. This, of course, will enable specialised attention to be given to sectional problems. How soon it will be possible to translate that idea into fact depends upon the readiness with which agents respond to the Association's appeal.

New Rate for Grain.—The Manchester Ship Canal Company has reduced the toll on grain at Manchester docks from 6s. 3d. to 5s. 3d. per ton. The new schedule of revised through rates, including the Ship Canal Toll, is also now in operation.

Change of Address.—It should be noted that the address of the Manchester Association of Importers and Exporters is now Ship Canal House, King Street, Manchester.

Honour for Shipper.—Mr. R. Noton Barclay last month received a requisition signed by all the members of the Manchester City Council asking him to be the next Lord Mayor of the City. Mr. Robert Noton Barclay is principal of the firm of Robert Barclay and Co., of 35, Whitworth Street West, Manchester, shippers and exporters of cotton goods to South America and India, a business founded by his father in 1860. As a director of the Manchester Chamber of Commerce, Mr. Barclay has rendered great service to industry. He was president of the Chamber in 1914-16.

Ship Canal Traffic.—From the Manchester Ship Canal Company we have received the traffic statistics applying to the month of September. These are again satisfactory and indicate a slight increase in traffic over September, 1928, the respective figures being:—£106,107 and £105,086. In the first nine months the revenue from traffic using the canal was £1,079,808, compared with £1,058,962 for a similar period last year. Thus there is a balance of £20,846 on the right side. Manchester traders have been showing considerable enthusiasm for the cause of developing more ship canal traffic, particularly in the direction of direct shipments to and from Manchester.

Tyne and Tees Area.

Steamship Acquisition.—The Free Trade Wharf Co., Limited, of London, of which Sir Arthur M. Sutherland, Bart., is chairman, has by an exchange of interests, acquired the cargo services of the Bulk Oil Steamship Co., Ltd., of London and Hull, whereby the Free Trade Wharf Company take over the steamers "Hull Trader" and "London Trader." These vessels will continue running a bi-weekly service between London and Hull and Grimsby. In future the "Hull Trader" and "London Trader" will load and discharge in London at the Free Trade Wharf. Mr. Fred Whittock will act as manager of the new adjunct to the enterprises of the Tyne-Tees Steam Shipping Co., Ltd., whose headquarters are in King Street, Newcastle.

Tyne-Thames Trade.—That the general cargo trade between the Thames and the Tyne is on the upward grade is evident from the fact that the Tyne-Tees Steam Shipping Co., Ltd., is increasing its cargo steamship service between London and Newcastle to three steamers weekly as from November 14th.

A Fine Model.—The Tyne Improvement Commission's fine model of the Tyne is to be shown at the Antwerp International Exhibition. It drew thousands of visitors at the North-East Coast Exhibition, which closed on October 26th.

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Linking-up Two Shields.—The Councils of South Shields and Tynemouth are contributing equally to pay experts a fee of 750 guineas to report on the best means of linking the two Boroughs, across or under the Tyne.

New Staiths.—With the completion of the new staiths erected by Pelaw Main Collieries, Ltd., at Pelaw Main, Tyne shipments of coal are likely to increase further.

Humber Area.

Port Improvements. — The London & North Eastern Railway Company have announced that the coal-shipping appliances at Hull are to be adapted for dealing with 20-ton wagons. This is in accordance with their general practice of adopting high-capacity wagons wherever these vehicles can be usefully used. The King George Dock is already capable of dealing with large wagons, and the decision to bring the other docks into line gives great satisfaction to the coal exporters. Mr. S. Little, the Chairman of the Humber Coal Exporters' Association, welcomes it, but is not altogether satisfied. He would like the erection of additional coal hoists at the King George Dock, the foundations of which, he points out, were put in long ago. The money to be spent on this work is Hull's share of the capitalisation of the remitted passenger duty. Grimsby is to have about £100,000 spent on the reconstructing and modernising transit sheds and the introduction of electric cranes. Sir Ralph Wedgwood, the General Manager of the Company, spoke at Hull during Empire and Civic Week. He was very complimentary about the enterprise of the port, and indulged in some good-natured comments on the many demands made for dock and railway improvements, but was careful not to commit himself in any way. If the alteration of the coal shipping appliances is all the company are going to do for Hull in the way of capital expenditure, there will be much disappointment, although the estimated cost is stated to be £140,000.

South Wales Area.

Brisk Swansea Shipments.—According to a letter to the Swansea Chamber of Commerce from Mr. C. S. Page, chief docks manager of the Great Western Railway Company, 94,000 tons of coal were shipped at Swansea by the Company's docks appliance, and this total for one recent week, if maintained for a twelve month period would give coal shipment of 4,900,000 tons, considerably in excess, states Mr. Page, of 1913, peak year coal shipments from Swansea. Mr. Page states that the facilities position is always under review, and at the present time, notwithstanding the adequate facilities at Swansea, the Company has under consideration proposals for improving coal shipment facilities at the port.

Record Month. — October proved a record shipments month for coal at Swansea. In one week, ending October 26th, 102,173 tons were loaded. To some extent this was due to the rush of shipping to conclude the Canadian coal shipping season, the St. Lawrence River being unnavigable from mid-November until Spring.

Remarkable Tribute to Mr. J. H. Swallow.—Councillor J. H. Swallow, Newport, who recently was appointed deputy-chief docks manager to the Great Western Railway Company, was recipient, on October 26th, at a remarkable presentation meeting held at King's Head Hotel, Newport. He was presented by 1,325 workers at the Newport docks, with a silver salver and silver rose bowl as a token of affection and esteem. The presentation meeting was attended by representatives of all classes of docks workers and was notable in that the trimmers, who have always declined to be associated with presentations, on this occasion waived objection and heartily joined in. Mr. J. T. Edmunds presided, having support of, amongst others, Mr. H. B. Smith, Newport Docks manager, Mr. W. Cleaver, divisional engineer, Capt. F. W. Cutcliffe, dock master, Mr. H. Llanfear, yard master, Mr. W. Duncan, mechanical engineers' department, Mr. R. H. Rice, staff clerk and honorary secretary to the presentation committee, Mr. Geo. Scott (Scott & Co., stevedores, etc.), Capt. Cutcliffe made the presentation, and said that the occasion marked a milestone in a successful career. Responding, Mr. Swallow said he was grateful to all for the kindly sentiments, and particularly to the trimmers for having associated themselves with it.

Obituary.—Great sympathy is expressed in dock circles with the surviving relatives of Mr. E. Franklin Thomas (head of Franklin Thomas & Co., coal exporters, pitwood importers and shipbrokers, Cardiff), who died, aged 75 years, in London, on October 26th. He was a former president of Cardiff Chamber of Commerce, was five times Vice-President, and in 1921 and 1922 was Chairman of the Coal Exporters Federation of Great Britain; and to the time of his death, was the Federation's representative at the Ministry of Mines. He was an ex-Chairman of the statistical Committee of the International Chambers of Commerce, and was Vice-Chairman of the British Section. The business of Franklin Thomas & Co., is managed, and has been since 1924, by Mr. D. Rupert Phillips, son-in-law of the late Mr. Franklin Thomas.

Llanelly Harbour Improvements.—Mr. H. W. Spowart, clerk to the Llanelly Harbour Commissioners report that negotiations are progressing with the Government for the proposed Llanelly Harbour improvements grant, which, if obtained, will assist in greatly increasing facilities and the trading capacity of the port.

Newport-Midlands Trade Development.—In connection with the efforts being made to encourage Newport use by Midlands centres as a port base and distributing centre, both for import and export purposes, a deputation comprising Alderman John Moxon, O.B.E., chairman, Newport Corporation Parliamentary Committee, Mr. Ivor Smith, President of the Newport Chamber of Commerce, and chairman of the Joint Transport Committee, Mr. W. Mordey, member of the Joint Transport Committee, and Mr. J. R. Stephens, secretary to the Committee and also of the Development Association, have waited on the Chief Goods Manager, Great Western Railway Company, anent Newport-Midlands railway rates. The deputation's point was that as Newport is twelve miles nearer the Midlands than Cardiff there should be a differential rate in favour of Newport. In support of this the case of Liverpool, only seven miles nearer Midlands than Newport, was cited for a lower rate is allowed to Liverpool. Other matters of interest to Newport were also discussed. The Company's answer is to be announced later.

Irish Ports.

Belfast Harbour. — In connection with the proposed construction of a new dock for the County Antrim side of Belfast Harbour, the Belfast Corporation has decided, subject to statutory authority being obtained, to agree to the proposal of the Harbour Committee to construct 700 feet of tramway line at Duncrue Street. At a meeting of the Belfast Harbour Board, the Harbour Master reported that the total tonnage which arrived at the port of Belfast from 1st January to 28th September last, was 2,433,563, which showed an increase of 205,117 tons compared with the first nine months of 1928. Of this year's increased tonnage 194,359 was an increase in cross-channel and coastwise, 10,539 in foreign tonnage, and 219 in non-trading.

Buncrana Port and Harbour Improvements. — Great improvements are to be effected at the port and harbour of Buncrana, involving an expenditure of £24,000. The Free State Government is giving a grant of £18,000 for the extension and equipment of the harbour, and the newly-constituted Harbour Board of Buncrana, are negotiating for a loan of £6,000 to supplement the grant, so as to bring the port up to date in the matter of trading facilities.

Transport of Irish Copper Ore to Great Britain.—The little port of Castletown Bere, in Bantry Bay, coast of Cork, is now being regularly utilised for shipments of Irish copper ore to Great Britain. The material is obtained from the Allihies copper mines in County Cork, which are being worked to advantage, and the ore is conveyed by road to the quay at Castletown Bere, which is only a few miles distant, for transport across Channel. A consignment of 200 tons was forwarded recently per the Limerick Steamship Co.'s new steamer "Lanahrone," a vessel of 1,400 tons gross. A good trade in season is also done at this port in the transport of cured mackerel, for Castleton Bere is a well-known fish curing station in West Cork.

Improving the Shipping Accommodation of Waterford.—The Waterford Harbour Board are taking practical steps for the improvement of the shipping accommodation of the port. Recently the Board engaged the services of Mr. Norman Smith, of Aberdeen, to make a survey of the harbour ford for the purpose of the projected deepening of the waterway. The Board has now decided on making a further survey for navigational purposes of the lower end of the ford, and to have this done they have retained the services of Mr. Charles McLeod, B.E., who, since the commencement of the construction of the new jetty at Waterford, has done some excellent work for the Board, and for the improvement of the trading facilities of the port.

Through Rates from the Port of Limerick to Centres in Great Britain.—The Limerick Harbour Board decided at its meetings on October 7th, to support the action of Limerick merchants and traders in resisting the appeal of the Great Southern Railways Co., against the award made by the Free State Railway Tribunal, which was in favour of the importers and exporters of the port of Limerick. In the matter of through rates between Limerick and centres in Great Britain it was stated at the Harbour Board meeting that Limerick suffered a big handicap as compared with Cork, Waterford, and other Free State ports, the disparity in rates for transport being as great as 70 or 80 per cent. The trading community in Limerick are pleased that the Harbour Board are aiding the merchants and traders in the City in opposing the Railways Co.'s appeal.

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News from all Parts.

London Shipping & Forwarding Agents' Conference. Annual Dinner.—The annual dinner of the London Shipping and Forwarding Agents' Conference will be held on Monday, November 25th, at the Cafe Royal, Regent Street, W., at 6.45 for 7 p.m., when a large attendance of members is expected. Sir Edward Crowe, C.M.G., Comptroller General of the Department of Overseas Trade, Sir Geoffrey Clarke, C.S.I., O.B.E., Deputy-Chairman of the London Chamber of Commerce, and Sir Ernest Benn, Bart., have accepted invitations to be present and to take part in the proceedings.

White Star Line—Publicity Department.—Mr. R. J. A. Shelley, Publicity Manager of the White Star Line, is retiring after 42 years' service with the Company. Mr. Shelley was educated at Merchant Taylors' School, Crosby, under Canon Armour. Whilst there he was a Harrison Scholar, Windermere Prizeman and Sir John Whitaker Ellis Prizeman. He served his apprenticeship under Mr. Thomas Henry Ismay, founder of the White Star Line, and is one of the very few White Star officials left who came closely in touch with that famous shipowner. Mr. Shelley is a Fellow of the Royal Historical Society. Mr. Shelley will be succeeded by Mr. George Warden, at present the Company's Publicity Manager at Liverpool. Mr. Warden was educated at St. Paul's School and Caius College, Cambridge, where he was a Wrangler in the Mathematical tripos. He saw War service with the Devon Regiment and the Wilts. Regiment in France and Palestine. Before joining the White Star Line he was Secretary to the Atlantic Transport Line.

Railways and "De-Rating." Further Benefits to Industry.—We reprint the following from the November number of the *Railway News Letter*, which is issued from the British Railways Press Bureau, 35, Parliament Street, London, S.W.1. In addition to the rebates given on railway charges to Agriculture and the Coal and Iron trades, the railway companies have announced that as from 1st October last, a series of rebates will be made from the charges in force at their various docks, corresponding to the rate relief accruing to them as dock owners. Unlike the railway rebates scheme, there is not one pool for the whole country in respect of dock rebates, but, so far as it is possible in the varying circumstances, the arrangements are uniform and represent a benefit to industry of upwards of £300,000 per annum. Following the principal of the railway rebates, the greater portion of the relief will be given in respect of coal and iron traffics, thus extending further aid to these basic industries. These dock rebates will be revised from time to time in an upward or downward direction, or as between classes of traffic, as circumstances may require. The rate relief is not a definite sum per annum, but depends upon the rateable valuations of the docks and the level of the rates levied thereon by the local authorities.

Canadian Anti-Dumping Regulations.—Section 6 of the Canadian Customs Tariff, 1907, provides for the imposition of a Special Duty (Dumping Duty) on goods imported into Canada the selling price of which is less than their "fair market value" as sold for home consumption at the time and place of direct shipment to the Dominion. The regulations made by the Customs authorities in 1914 provided that Special Duty should not apply when the difference between the "fair market value" and the "selling price" of the goods to the importer in Canada did not exceed five per cent. of their "fair market value." It was, however, provided that the whole difference should be taken into account for Special Duty purposes when exceeding five per cent. The High Commissioner of Canada in London has now received cabled advice from the Department of National Revenue at Ottawa to the effect that new regulations have been issued cancelling the five per cent. exemption allowance. With certain exceptions specified in Section 6 of the tariff Dumping Duty will, therefore, be applied in future whenever the "selling price" to the importer in Canada is less than the market value in the country of shipment. The new regulations will not be applied in the case of goods purchased by Canadian firms before October 10th and imported into the Dominion before January 15th next.

Cargo Vessel for Greece.—The Acting British Consul-General at Salonica reports that a local concern desires to be put in touch with British shipbuilding firms likely to be interested in quoting for the construction of a cargo boat of 300 tons net. The firm would also consider the purchase of a suitable secondhand vessel. Firms desirous of offering a British built vessel can obtain details of the enquiry upon application to the Department of Overseas Trade, 35, Old Queen Street, London, S.W.1. Reference number A.X.8747 should be quoted.

Proposed Ship Canal Between Forth and Clyde.—Mr. Herbert Morrison, Minister of Transport, has appointed a Committee with the following terms of reference:—"To consider the proposals which have been made for the construction of a ship canal between the Forth and the Clyde; to examine into the nature and extent of the advantages which might be obtained from the construction of such a canal, and the probable economic results of its construction; and to report their conclusions." The members of the Committee are as follows:—Sir Sydney Chapman, K.C.B., C.B.E., Chairman; Commander W. H. Gell, D.S.O., R.N.; Mr. N. A. Guttery; Mr. P. R. Laird; Mr. A. T. V. Robinson, C.B.E.; Mr. F. B. Tombleson; Mr. J. L. Stewart Moore (Secretary). The Committee is now prepared to receive from responsible bodies and persons statements in writing relevant to matters covered by the terms of reference. All communications relating to the work of the Committee should be addressed to the Secretary, Mr. J. L. Stewart Moore, at the Ministry of Transport, Whitehall Gardens, London, S.W.1.

Wireless Telephony on White Star Liners.—As long ago as May, 1923, the forethought of the White Star Line for the convenience of its passengers prompted their management to fit a wireless telephone installation on the ss. "Olympic," the apparatus having been specially designed and supplied by the Marconi Co. There was, however, at that time no clear demand by the travelling public for the facilities such as were then available and the service was, therefore, not extended. Since 1923, great strides have been made in the matter of communication by wireless telephony between ship and shore and—hardly less important—the public seems nowadays to have thoroughly acquired what may be termed—the long distance telephone habit. Once again the White Star Line is keeping abreast of progress. They have made arrangements whereby the Standard Telephones and Cables, Limited, will instal at an early date short wave Radio Telephone Equipment on board the "Olympic" and the Marconi Marine Co. will co-operate in the experiments with this equipment on board (the Marconi Marine Co. being responsible for the wireless telegraph service on all White Star Liners). It is anticipated that, as the result of experiments made with this installation, passengers on the "Olympic" will be enabled to telephone from mid-ocean to their homes or places of business and carry on ordinary telephonic conversation, in which case, the White Star Line intends to place similar advantages at the disposal of passengers on their other vessels.

Last Passenger Steamer to Leave the St. Lawrence this Season for the United Kingdom.—The White Star liner "Megantic," which sails from Southampton on November 16th for Quebec and Montreal, will leave the latter port on her homeward voyage on November 28th, being the last passenger liner to leave the St. Lawrence for the United Kingdom this season. The "Megantic," in conjunction with the "Calgaric," maintains a regular service between London and Southampton, and Quebec and Montreal, which represents an important branch of the White Star Line's large interest in the Canadian Trade.

Quick Work at Middlesbrough.—The L.N.E.R. report that recently the ss. "Glenogle" shipped 2,173 tons of sulphate of ammonia and other traffic in one day at No. 9 Quay, Middlesbrough Dock. The loading was carried out at a rate equal to 24.46 tons per hour, and the total tonnage loaded into the vessel in one day is a record for Middlesbrough Dock.

REUTERS TRADE SERVICE.—By special arrangement with Reuters Trade Service we are publishing news items from all parts of the world dealing with transport matters.

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The Kerr, Stuart Diesel Lorry.

ECONOMY in transport—that, in a nutshell, is the reason for and the objective of the Diesel engined lorry. It explains why, for years past, continental engineers have concentrated in the development of this type of engine for road transport purposes. It represents one of the desirable heirlooms of the war (in fact transport is much indebted

THE KERR, STUART DIESEL-ENGINED 7-TON LORRY.

to research carried out during the war period) because even though it was not exactly conceived during the war it was the dire necessity during the war period that accelerated its development.

In some of the belligerent nations there was great petrol shortage though heavy fuel oils were available. and it was the engineers of one of these nations, Germany to wit, who turn their ingenuity to the development of an engine of this description for road transport purposes. Though they came near to doing so they did not entirely achieve their object during the war period, and it is only during the past couple of years that it has become a practical proposition. A well-known firm of British engineers, recognising its vast possibilities secured the manufacturing rights in this country. They have applied the engine almost exclusively to slow moving portable units such as road rollers and ploughing tackle with marked success, as we all know. Now, the old-established engineering firm, Kerr Stuart & Co., Ltd., California Works, Stoke-on-Trent, have gone a step further by applying the power unit to ordinary road transport, and to this firm lies the credit of producing the first all-British diesel engined lorry.

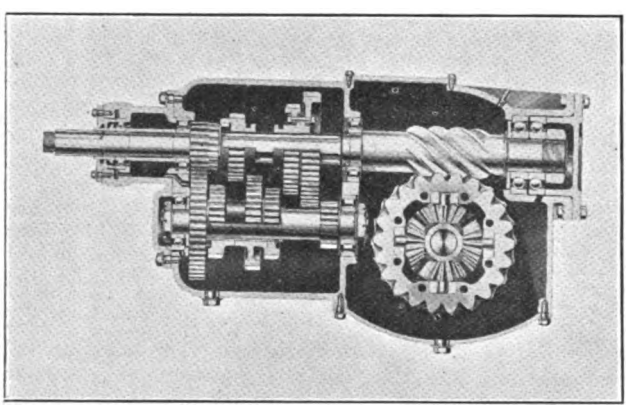
Dealing first with the advantages this type of power unit offers: The most important item is, perhaps, the great saving in cost of fuel, and the next most important advantage is the robustness in construction the engine permits, that is to say it is practically devoid of all delicate fittings which are a fruitful source of trouble in the majority of engines. Economy in the cost of fuel, advantageous as it is even in this country, is not the sole advantage in this connection. The type of fuel is an additional advantage. Petrol is plentiful at home and comparatively cheap as compared with the price in other countries, whereas suitable oil for the diesel engine is almost everywhere readily obtainable at a reasonable price and, therefore, in countries where the scarcity and great cost of petrol make mechanical transport almost prohibitive, the diesel engine provides the opportunity for great development. Another important advantage is that it is fire proof. Now with regard to the Kerr Stuart diesel engined lorry: Though it is the first all-British vehicle of this description, the type is long past the experimental stage. It has been successfully applied on the Continent for some years past, and more recently in this country.

The Kerr Stuart lorry may be regarded as the latest improved development of the type. The firm built the first model some time ago and have had it undergoing the most exacting tests for more than six months past, all of which it has passed through with the most satisfactory and encouraging results. The model the firm is now placing on the market, and which can be seen at the forthcoming Roads and Road Transport Exhibition, is an improvement on the first model in that they have been able to cut down the weight of the chassis so as to enable it to carry, legally, a paying load of 7 tons.

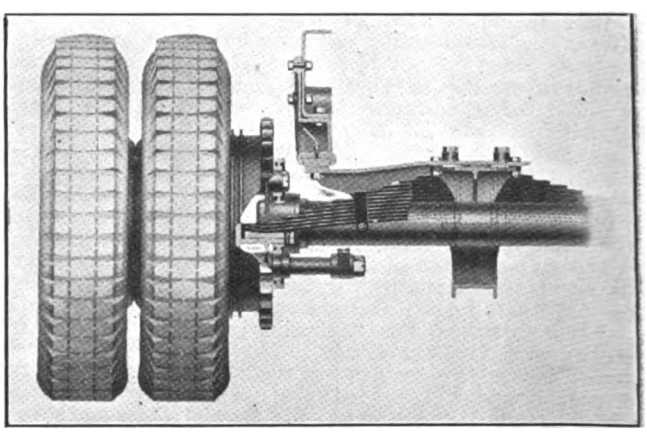
There is one point concerning which we confess to having been doubtful, namely, acceleration: we were inclined to believe that the movement would be sluggish. We were quickly disillusioned on this point during a demonstration we recently observed. We could detect no difference in the behaviour of this vehicle in this respect to that of a first-class petrol lorry, and it can quickly accelerate to a speed of 30 miles per hour on an average road with a full 7-ton load. The machine, however, is built for a normal speed of 20 miles per hour with the engine running at a speed of 800 revs. per minute.

Adverting once more to the subject of fuel: we are assured by Kerr Stuart & Company that with a full load their tests have proved that ten miles to the gallon are obtainable under ordinary working conditions. With fuel oil at £7 10s. per ton the cost per gallon is 4d.

The layout of the chassis is interesting. The engine is placed directly over the front axle and the driver's position is beside the engine in a roomy cab providing an unobstructed forward view. From the engine, power is transmitted through an inverted cone clutch and a Hardy Spicer fabric jointed propeller shaft to the gear box slung amidships. The gear box also houses the worm driving shaft and the differential gear, the shafts of which carry large diameter-chain sprockets, from which the final transmission to the driving wheels is by a pair of 2¼ in. pitch silent roller chains, the chain rings being on the driving wheel brake drums. The dead back axle reduces the unsprung weight to a minimum, and so the life of the tyres is materially prolonged.



KERR, STUART GEAR BOX AND WORM DRIVEN LAY-SHAFT.



SHOWING THE TRANSVERSE BACK AXLE SPRINGING OF THE KERR, STUART LORRY.

Dealing now with the engine itself: it is a four cylinder four stroke type fitted with overhead valves. It has no magneto and no carburetter and this practically constitutes all the difference there is between it and an ordinary petrol engine. The compression, however, is very much higher, and it is this compression that raises the temperature of the air within the cylinder on the

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compression stroke to such a degree that it ignites the fuel injected into the cylinder. The fuel is injected into the cylinder in the form of a very fine spray just at the top of the compression stroke when the piston is just about in the dead centre position. The mechanism adopted for forcing the fuel into the cylinder is by the provision of a fuel pump, one for each cylinder connected thereto by a high duty small bore copper pipe. The oil pumps are cam operated the camshaft being positively gear driven from the timing gear, and the pumps are carried on the side of the engine in a most accessible position. The oil pumps are also fitted with a hand operated gear to enable them to be flushed through to remove grit or air. Each pump delivers to an atomiser on the top of its cylinder, the former being simply a spring loaded valve with a suitable aperture to cause the oil to enter the cylinder in the form of a fine well-spread spray.

Naturally, with an engine having a compression of in the neighbourhood of 450 lb. per square inch, a means of easy starting has to be provided. This is accomplished by the provision of a small petrol motor such as is used on a motor cycle, and a very simple friction mechanism connects it to the fly wheel of the main engine. The time occupied in starting is from 20 seconds to 2 or 3 minutes according to the temperature of the atmosphere at the time.

The engine is pressure lubricated by an oil pump deep down in the sump which forces the oil through the drilled crank shaft to the big ends and from the big ends to the little ends. A second feed lubricates the camshaft and fuel pump assembly, whilst the cylinder walls are lubricated by the spray thrown off from the big ends.

The general layout of the chassis has been referred to above, but the following are a few of the interesting details:—

Back Axle.—The back axle springing is of a particularly interesting description. The manufacturers have dubbed it "enharmonic" springing, enharmonic meaning, according to the dictionary, "an epithet applied to such a species of composition as proceeds on very small intervals." Perhaps it fits the case but anyhow it sounds very learned. The firm say they have used "enharmonic" to describe the arrangement because it makes use of the difference in the natural rates of oscillation of two springs to give a springing system which, whilst being fully resilient, has a minimum amount of bounce. In any case we saw the vehicle being run at speed over exaggerated ground inequalities and the springing was certainly most effective. As may be seen from the accompanying illustration there are two transverse semi-elliptic springs, and these are carried at their centres by a special cross member above the dead axle. The springs are positioned one on each side, the axle and their outer ends rest on pads within the brake drums. This system of braking has been patented. The front springs are semi-elliptic of the usual type. This it will be seen that the whole of the chassis above the axles is three point suspended.

Easy steering is provided by the Marles patent steering gear.

The foot brakes operates on all four wheels and the hand brake on the two rear wheels.

The standard platform is 15 ft. 3 in. long by 6ft. 6½ in. wide. The wheelbase is 13 ft. 6 in., the rear track 5 ft. 8½ in., front track 6 ft. 2 in., loading height 3 ft. 9¾ in., overall height of cab 8 ft. 9½ in., turning circle 56 ft., overall length 22 ft. 3 in., overall width 7 ft. 3 in.

In conclusion we may say that we were very favourably impressed with the behaviour of the lorry under demonstration as we also were with the general details of construction, and we have no hesitation in recommending our readers to take an early opportunity to examine it carefully and try it out for themselves.

Air Transport Notes.

Imperial Airways Winter Services.—A Winter Services Time Table (European Division) for 1929-1930 has been published by Imperial Airways, Ltd., Airways House, London, S.W.1., giving details of services between London and the following centres:—Paris, Basle, Cologne, Brussels, Amsterdam, Berlin, Rotterdam and Hanover.

Genet Avian Success.—The 80 h.p. Genet engined Avian won the Montreal Air Derby against all comers. The engine was a perfectly standard production built and tested at the Armstrong Siddeley Works in Ottawa and fitted with the Townend ring. The Genet engine has thus won all three big open races in Canada.

Proposed Air Port in the Azores. — Lt.-Col. Cifka Duarte, who lately went to the Azores to study the best site for an international air port there, states that the Island of Terceira offers the best site, a place called Achada, which is splendidly situated about 3½ miles from the town. When levelled, Reuters Lisbon Correspondent says, the ground will be naturally of the kind which the Germans have made artificially on their landing places; there is water in the near vicinity, and the surroundings are such that landings will be able to be made in any direction according to the prevailing wind.

Argentine—U.S. Air Service.—A Buenos Aires message says that a decree has been issued authorising a U.S. company to carry on an air service between the United States and Argentina.

Air Services in Dutch East Indies.—The anniversary of the inauguration of the air services in Java, which are running smoothly, was marked by the historic opening, on November 1st, of a direct service between Batavia and Sourabaya, a distance of 800 kilometres. The distance was covered in four and a half hours (as opposed to the train journey of one and a half days). Two big Fokker aeroplanes with a full complement of passengers inaugurated the service.

American Company and South African Air Services.—Active American participation in flying in South Africa in the near future is indicated by the announcement in the "Cape Times" that an important agreement was about to be concluded between General Motors, South Africa, Limited, and Union Airways, Limited. The latter company at present runs an air-mail service between Durban and Cape Town. Under the agreement, General Motors will closely co-operate with Union Airways in regard to air-mail and passenger services. General Motors recently purchased a substantial interest in the Atlantic Aircraft Company, who are the American concessionaires for the building of all types of Fokker aircraft. Union Airways have ordered from General Motors a Fokker Universal six-passenger machine which will come into service in December. The company intends to repeat the order as the services develop.

Sealed Gipsy Moth Test.—A very interesting test has just been concluded with a de Havilland Gipsy Moth engine. In December, 1928, a standard "Gipsy" engine was taken at random from the flow of production, installed in a standard Moth and sealed throughout by officials of the Air Ministry Aeronautical Inspection Directorate. A few days ago the machine completed 600 hours flying covering 51,000 miles at an average speed of 85 m.p.h. without decarbonisation. Pratts High Test petrol was used throughout, the consumption being 19½ miles per gallon. The engine, which was running perfectly at the conclusion of the test, was then dismantled under the same official inspection and it was found that only £7 worth of replacements was necessary to maintain the Air Ministry Certificate of Airworthiness. This performance provides a convincing indication of the high standard of design and workmanship attained by British aero engine construction.

Future Schneider Trophy Contests. Government's Decision Not to Participate.—The Air Ministry announces that the Government have had under review the future policy in regard to the Schneider Trophy contest in 1931 and subsequent years. After careful consideration, it has been decided that a Royal Air Force team will not again be entered, thus leaving British participation to private enterprise under the auspices of the Royal Aero Club. Two main considerations influenced this decision:—(1) That, owing to Government participation in recent years, the contest has assumed a character not in accordance with the intentions of M. Jacques Schneider, its originator and the donor of the Trophy. (2) That, although the entry of a Royal Air Force team was calculated to give a much needed impetus to the development of high-speed aircraft—and did so notably in the two latest contests—sufficient data have now been collected for practical development in this direction, and the large expenditure of public money involved by Government participation is, therefore, no longer justifiable. This decision should not, of course, affect the entry of British machines in future contests. Convincing proof has now been furnished of what the British aircraft industry can do, and the wide public interest displayed should make it possible for our pilots and machines to compete in what is intended to be a sporting International event on a basis of private enterprise.

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Merseyside Notes.

FROM OUR OWN CORRESPONDENT.

Obituary.—Mr. Gilbert Batty, who died at Blackpool on October 13th, was a shipping agent and organiser of motor tours under the title of the Batty-Holt Touring Service, in Coronation Street. In the publicity profession Mr. Batty was well-known all over the country.

Protection for Meat Traffic.—Following representations made by the Liverpool Meat Importers Association the Mersey Docks and Harbour Board intends to erect a roofing extending for 350 feet over the roadway at the west end of the Northside Brocklebank Branch Dock, at a cost of £5,342 and also to provide a new cross-over road on the railway line at the south side of the Langton Graving Dock. These facilities will provide much-needed protection for laden meat wagons and make for the more expeditious handling of the cargo at these docks.

More Buses for Liverpool.—Because of the increasing competition of private motor bus services in the city of Liverpool, with its corresponding adverse effect upon the tramways undertaking of the Corporation, the Tramways Committee has adopted a resolution empowering the Tramways manager to invite tenders for 50 motor bus chassis from the principal manufacturers. Application is being made for sanction to the borrowing of the sum of £85,000 for the provision of new omnibuses.

Anti-Splash Move.—A proposal has been made to the Liverpool City Council that the Town Clerk should approach the Association of Municipal Corporations to take steps to get the Ministry of Transport to make it compulsory for heavy motor vehicles and omnibuses to use some device to prevent the splashing of pedestrians.

Personal.—Mr. H. W. Laing, manager of the Lytham St. Annes tramways and bus undertakings has resigned. Mr. Laing has had charge of the tramways undertaking in Lytham St. Annes for 23 years, for he was manager when it was controlled by a private company long before the Corporation became the owners. He came to Lytham St. Annes from Cambridge, where he was one of the first men in the country to run a municipal bus service.

Weight Restrictions on Northwich Roads.—Owing to subsidence following the pumping of brine for the manufacture of salt and chemicals, several thoroughfares in the Northwich district are to be closed to vehicles exceeding three tons in weight. Warrington Road, connecting Northwich with Warrington is the most expensive road in Cheshire from the standpoint of maintenance.

L.M.S. and C.M.S.—Members of the staff of Crosville Motor Services, Ltd., held their Annual Dinner at Chester on October 24th. Mr. C. Crosland Taylor (managing director, Crosville Motor Services, Ltd.) said the absorption of the Crosville organisation in the L.M.S. was a change which affected everyone making their position more important than before. The Crosville Company had been going now for 23 years. In that time they had spent £500,000 on buses. They had 475 buses, of which 130 had been sold, and they handed over to the L.M.S., a fleet of 342 buses in good order and condition. When the Crosville started they had eight miles of route, but now had over 1,300 miles, excluding duplication and the London services. They dealt with 100 local authorities; their routes passed through 14 counties and they held licences in eight county boroughs. Mr. Taylor then read a list of staff promotions. It would perhaps take them (the Crosville) some time to get into the railway way, he said. There must be co-ordination. Mr. Ashton Davies (general Supt. London, Midland & Scottish Passenger Commercial) said that the C.M.S. services had now become L.M.S. services. When dealing with transport it had to be remembered that the means of communication and transportation were the life blood of the nation. The future of the nation depended upon efficient transportation. This was an era when all forms of transport required to play their individual part in this great national scheme for the movement of people and goods.

Ribble Motor Station. — Ribble Motor Services, Ltd., who have a motor bus station in Dale Street, Liverpool, have acquired adjoining property which at some future date will be reconstructed and presumably adapted for the needs of the organisation.

Advertisements on Vehicles. — For using a vehicle to display advertisements without the consent of the Birkenhead Corporation in writing, Gilbert S. Hoyle, of Manchester, was fined 20s. at the Birkenhead Police Court. A police constable stated that the lorry was built as an old-world paddle steamer and was brightly illuminated.

4,500 Vehicles Per Day.—Recently, a traffic census was taken outside Kendal Town Hall over a period of seven days. The total number of vehicles passing there during that period was 50,086, of an approximate total weight of 80,417 tons. On one particular day there passed 790 motor buses, 2,934 motor cars and 878 motor cycles.

Birkenhead Plans.—Birkenhead Corporation, which successfully operates a large fleet of motor buses, proposes to promote a Bill in the next session of Parliament under which powers will be sought to substitute the present system of electric tramcars by omnibuses of the trolley vehicle type. In addition, the Corporation is to seek extended powers for the running of motor omnibuses in districts outside the borough boundaries.

The Value of the Travel Industry to the British Isles.

IN a statement issued to 50,000 business houses, banks, associations and private persons, the Travel Association of Great Britain and Ireland invites support for its work of undertaking publicity abroad on a national scale on behalf of Great Britain and Ireland, and calls attention to the great potential value of the travel industry to the trade of the country and to the cause of international understanding.

The statement is issued under the authority of a Grand Council, representative of the Government, High Commissioners of the Dominions, leading travel firms, Chambers of Commerce, Municipalities and Association for the preservation of the historic and natural beauties of Great Britain and Ireland.

Lord Derby is President of the Grand Council, Mr. Louis Beale, C.B.E., General Manager of the Association, and Mr. L. A. de L. Meredith, O.B.E., Secretary. All communications should be addressed to the Secretary, Kinnaird House, 1 Pall Mall East, London, S.W.1.

The Travel Association opens its case with a reference to the hundreds of millions of pounds spent annually by visitors to Europe, and asks why the share of Great Britain is so small? Mainly, it replies, because we have never carried on a national permanently active campaign of publicity abroad.

Publicity plans of the Travel Association include the display abroad of posters and photographic enlargements, with the legend "Visit Britain" printed in the language of the country; the issue of photographs and illustrated articles for the press; the preparation of a complete calendar of forthcoming events, with information of assistance to visitors, for 1930; the establishment of a Press Department for the issue of news abroad; participation in international exhibitions abroad; the entertainment of distinguished visitors; wireless and film publicity; agents to be appointed abroad. At home, the Association will study conditions which may require amendment in the interests of foreign travellers.

The statement concludes with the fact that the Association has now nearly 250 members, and an income of £18,000, which sum is, however, "inadequate to carry on an effective world-wide scheme of publicity." The Government is doing its part, and many large subscriptions have been received. It is now hoped that there will be a large increase in membership and generous support from business firms, associations, and private individuals.

Precautions Against Freezing Petrol Motor Vehicles.—Practically every winter a number of motor vehicles suffer damage by the action of frost, and in order to assist motor owners the Royal Insurance Company, Limited, have prepared a card showing some simple precautions for avoiding damage to vehicles from this cause. The Company will be happy to forward a copy of this card to any of our readers who care to apply to the Company's Head Offices at 1 North John Street, Liverpool, or 24/28 Lombard Street, London, or to any of their Branches.

American Road Builders' Association. — Mr. Rees Jeffreys, Chairman of the Roads Improvement Association and a representative of Great Britain on the Permanent International Association of Road Congresses, has accepted the invitation of the American Road Builders' Association to act as their honorary representative in England. The American Road Builders' Association represents the Highway industry of the United States, and its headquarters are at Washington, D.C.

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Manchester Notes.

FROM OUR OWN CORRESPONDENT.

Tender Accepted.—Manchester Corporation Paving, etc., Committee has accepted the tender of Messrs. S. A. Green for the hire of horses and carts.

Stud of 389.—In the annual report of the Manchester Corporation Cleansing Department, issued on October 26th, it is recorded that the vehicles used by the department (on March 31st last) comprised 578 horse-drawn carts, seven S. D. Freighters, three Karrier sweepers and dust collectors, twelve Lacre sweepers and three Commer tipping waggons. The Cleansing Committee has a stud of 389 horses. The average price paid per horse during the year was £74 16s. 0d. Depreciation was accounted for thus: mortality twelve horses = 3.08 per cent.; sales (less number purchased to receipts) 43 = 11.05 per cent.; average depreciation over 45 years, 12.22 per cent.

Fair Wage Clause in Cartage Contracts.—The question was asked at the October meeting of the Stalybridge Town Council whether the chairman of the Highways Committee could give an assurance that carting contractors employed by the Highways Committee were paying to their men the trade union rate of wages. Councillor Walker replied that the question of carters' wages had been before the committee on many occasions and they had done all in their power to see that the Fair Contracts Clause was carried out. The biggest difficulty was that they could not always get the facts from the people immediately concerned. The surveyor had promised the Committee that no carting should be done by men who were not receiving the trade union rate of wages.

One-Way Traffic.—Manchester Traffic Congestion Committee, on October 18th, discussed further schemes for more one-way traffic streets. Proposals have been made in respect of the following streets: Tib Street, from Swan Street to Market Street; Oak Street, from Thomas Street to Market Street; Hanover Street, from Shudehill to Dantzic Street; Mayes Street, from Dantzic Street to Shudehill.

New Transport Committee.—Steps are being taken to form a transport section of the Manchester Chamber of Commerce, the first chairman of which will be Sir Joseph Nall. It is intended to make the transport committee completely representative of the trade, commerce and transport of the city and port of Manchester. Invitations to join the committee have been addressed to Mr. R. C. Reynolds (Bleachers' Association), Mr. R. W. Royle (C.W.S., Manchester), and Messrs. H. Allcock, A. M. Buxton, R. Bond, John Allan, R. Graham, H. M. Gibson, A. J. Green, R. C. Irwin, W. Mc.L. Hamilton, W. M. Nield, L. F. Massey, M. W. Newton, Howard Spence, W. H. Zimmern, and Mark Winder.

More Railway Motor Buses.—Another new railway road service is that which was inaugurated on October 17th by the L. & N. E. Railway and L. M. & S. Railway between Sheffield and Manchester. The new service comprises six trips daily in each direction, the stops being limited to fourteen places. The whole journey occupies two hours and twenty minutes and through fares are 3s. 8d. single and 5s. 10d. return. A.E.C. 29-seater coaches and Thornycroft 32-seater coaches of the all-weather type provide the main services.

An Appropriate Change of Title.—The chairman of the Bolton Tramways Committee has given notice of his intention in the near future to propose a change in the name of the Committee to the Bolton Corporation Transport Department.

To Run Buses.—The Urban District Council of Prestwich have decided to promote a Bill in Parliament to enable them to run their own bus service.

Heavy Salford Traffic.—A recent census showed that in ten hours, 14,752 vehicles passed along Chapel Street, Salford, an increase of about 9,000 vehicles since 1922. In Salford, the Chief Constable has endeavoured to ease the burden of the main road from Liverpool to Manchester by the diversion of traffic, and it is his intention to relieve other main thoroughfares by similarly adopting alternative routes.

Bolton's Up-to-Date Fleet.—During the annual inspection of passenger-carrying vehicles licensed by the Bolton Corporation, the oldest vehicle on view belonged to the year 1921. The Chief Constable and members of the Watch Committee were much impressed by some of the latest types of single decker vehicles, particularly the arrangements made on some buses for emergency exits. One of the Bury Corporation buses, used on the Bolton-Rochdale service, has two doors on the near side and an emergency door at the rear. When the latter opened a step automatically dropped into position. The position of emergency doors on all vehicles came in for close inspection, and the view of the Committee was that the best place for them was at the rear of the bus.

Yorkshire Notes.

FROM OUR OWN CORRESPONDENT.

Welcome Legislation.—In no part of the country will the revision of the motor-bus licensing problem be more welcome than in Yorkshire, where the anomalies of the present system are more accentuated than in other parts of the country by the closely knit town system, with licensing conditions varying in each town and complications brought about by the interests in tramways which the various local authorities have. It is totally impossible for the existing licensing authorities to act judicially owing to the conflict of interests.

Transport and the Elections. — Passenger transport systems have come in for a good deal of comment in the recent election campaigns, particularly in Halifax and Bradford. In Bradford the deputy-chairman of the Tramways Committee, speaking at a meeting in support of a candidate, gave an explanation of the purchase by the Coroporation of the Calder Bus Company, of Bailiff Bridge, which the Corporation sold to the Hebble Services of Halifax before that concern entered into arrangements with the railway companies. He praised the foresight of the Tramway Manager, and referred in detail to the difficulties the Corporation had to face in getting powers, and the delay in getting powers during which the opposition companies were able to start services before them. He said they lost £13,000 per annum on the Bingley route, along which 40 buses ran every thirty minutes, and yet so long ago as 1921 the Bradford Corporation approached the Keighley Corporation with a view to running a through service. They then found that they had not got the powers to do so.

Trade Conditions.—The threatened textile strike in the West Riding has had an adverse effect upon trade, and conditions, with the approach of winter, are not good. The motor coach industry had a good long run up to the end of the licensing period, the illuminations at Blackpool providing a good share of late season-traffic, for which the coach owners were duly grateful. The week-end and mid-week football traffic by coach is growing, and there is much being done in running to race meetings. The coach is being more freely used by choirs and parties going to competitions and similar events and the public appears to be recognising that parties are kept together better when they travel by coach than when the railway is used.

Stop Lights for Buses.—A curious suggestion has been considered by the Wharfedale Joint Licensing Committee, which has its centre at Otley, but covers a number of small townships in the Aire and Wharfe Valleys. The Committee appear to feel that there is a danger to other traffic due to the constant stopping and starting of vehicles in narrow roads, and they are desirous of having lights affixed at the rear of licensed vehicles to indicate when a bus is about to stop and to give a warning to overtaking and following traffic. This may be one of the desirable features to be incorporated in a futurist vehicle with all the ideal equipment one could wish for, but it is scarcely a practical suggestion. The mechanical inspector told the committee he knew of no regulation under which they could insist upon such a fitting, but the matter is being referred to the Ministry.

Ministry's Discrimination. — Bradford recently applied for a provisional order to enable nearly forty tramway routes to be turned over to trolley vehicles. At the inquiry, held in Bradford, there was considerable opposition to certain of the routes, although it was definitely stated that change over would only be made as the tram tracks were worn out and after due consideration had been given to the possibility of renewing the tracks or substituting buses. It was not intended to scrap the trams all at once. The Ministry of Transport has intimated to the Corporation that certain of the applications in regard to particular routes have been approved, but a number of others have not. The ones which have not been approved appear to be those upon which it is considered there will be some danger in view of the turning points and the obstruction to traffic which the vehicles would be at the terminal points. The Corporation's position in regard to these routes will be that in case it is considered to be too expensive to renew tram tracks they will have to fall back upon motor-buses.

Congratulations. — The congratulations of his many friends in the motor transport industry will be extended to Mr. C. Holdsworth, of Halifax, on his election to the Halifax Town Council. Mr. Holdsworth has had a life-long association with the haulage and passenger transport industry, and along with his brother, founded the Hebble Services, which were purchased by the railway companies early this year. Mr. Holdsworth is still connected with the firm of O. & C. Holdsworth, haulage contractors, furniture removers and funeral undertakers. His knowledge of transport should make him a very useful member.

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North-East Coast Notes.

FROM OUR OWN CORRESPONDENT.

Bus Company's Development.—The business of Messrs. T. Allen and Sons, Blyth, motor-bus operators, is being formed into a limited liability company. It is proposed to make a substantial increase in the fleet of buses—there are now sixteen operated by the concern—extensions to garage accommodation and the provision of services over new routes. A number of other operating companies, it is stated, are likely to be absorbed in the new company. Established as a haulage contracting business about forty years ago by the late Mr. Thomas Allen, of Blyth, the firm now maintains daily services between Blyth-Morpeth, Blyth-Whitley Bay, Blyth-Newcastle, and Newcastle-Edinburgh-Dundee-Aberdeen.

New Coast Road Buses.—The new coast road between South Shields and Sunderland opened on November 2nd by the Minister of Transport (Mr. Herbert Morrison, M.P.), has cost £200,000. South Shields Tramways Committee recommends the Town Council to apply for permission to run a service of buses over the road, which opens up a delightful portion of coast line. A new bridge, costing £30,000, had to be constructed at Marsden, while the Marsden railway had to be set back and a station and other buildings pulled down and reconstructed.

Robot Rule Flaw.—The Newcastle Bench has dismissed several cases where motorists had failed to observe the traffic signals when there was no evidence that traffic was passing in the opposite direction. A local representative of the Automobile Association, interviewed on the matter, expressed the opinion that there was a moral obligation on motorists to observe robot signals. New regulations will, however, probably have to be made.

No Licences!—As the result of a check carried out by the Northumberland police during the first fourteen days of the third quarter of the current financial year, 1,322 motor vehicles were reported as having been seen in use on the highway without proper licences. The County Standing Joint Committee authorised proceedings in eleven cases.

New Garage.—The Northern General Transport Co., Ltd.'s new garage in Mile End Road, South Shields, was officially opened on October 30th. The new premises also house the buses of the Jarrow and District Electric Traction Co., Ltd., which some time ago substituted buses for their tram service. A large proportion of the tramlines and overhead wires have been sold, and the work of removing the track is proceeding apace.

Traffic Robots.—Newcastle's lead in the matter of automatic signals and refuge islands is being followed by Gateshead, while South Shields is also going to have street "islands" on the recommendation of the Borough Engineer (Mr. J. Paton Watson). Gateshead's Chief Constable also wants better lighting.

Tees Tramways.—Stockton Corporation has decided to promote a Bill in Parliament seeking to scrap its portion of the tramway undertaking, which is jointly owned by the Corporations of Stockton, Middlesbrough, and Thornaby, and to substitute a fleet of motor buses. The tramways were purchased by the three municipalities eight years ago from a private company for £300,000. Middlesbrough Corporation will oppose Stockton's Bill.

Order Revised.—Newcastle Corporation is purchasing a combined motor sweeper, sprinkler, and collector, at a cost of £975, in lieu of a new motor sweeping-machine provided for in the current year's estimates, at an estimated cost of £500.

A New Road.—Work for about 2½ years will be found for 430 men in making a new road from Stanley to Newcastle, which will shorten the journey by about half-an-hour. The work is estimated to cost £130,000.

Central Bus Station Move.—A big central bus station near the church is suggested in Consett town planning scheme. Platforms and waiting rooms would be provided.

Bus Shelter Refused.—A proposal to erect a public shelter in the Market Place at Bedlington was described at a meeting of the local authority as an attempt to subsidise the private bus companies and was rejected by nine votes to seven.

Blyth's Buses.—Blyth Town Council has decided to promote a Bill in Parliament empowering it to run a municipal service of motor buses.

How City Trams Benefited.—The North-East Coast Exhibition benefited Newcastle Corporation tramways directly to the extent of £15,252 in penny fares to and from the Central Station.

Midland Notes.

FROM OUR OWN CORRESPONDENT.

L.M.S. Scheme for Birmingham to Bristol Line.—The L. M. and S. Railway is proceeding with its scheme for improving the lines between Birmingham and Bristol Port, with the object of speeding up the trains, and allowing heavier loads being carried. The whole track is being overhauled. One big section of the scheme was the demolition of Cofton Tunnel, between Bromsgrove and Barnt Green, and the construction of a big cutting through Cofton Hill. This work, and the widening of the line between Barnt Green and King's Norton has cost approximately a quarter of a million. The whole of the track between Birmingham and Bristol is to be overhauled to carry engines of the most modern type.

Traders and Railway Wages.—Birmingham traders are concerned with the recent decisions of the railway companies to restore the 2½ per cent. reduction of rail wages, the demand by the employees for a further 2½ per cent. increase to be considered next May. The Railways and Transport Committee of the Chamber of Commerce is asked to inquire how far this will affect traders. At a recent meeting of the Council it was pointed out that, though the railways had benefited by de-rating, these benefits had been passed on to specific traffic, such as coal, iron and steel, the railway companies not having retained any portion of the de-rating money for themselves.

Birmingham and Traffic Congestion.—Councillor J. E. Corrin, reporting to a meeting of the Trades Council on the Lord Mayor's Conference on the subject of Birmingham Traffic Problems, said it had been suggested that buses and trams should not be allowed to set down passengers in the centre of the city. The chief cause of the congestion, he said, was the parking of vehicles in the centre. Buses and trams carried far more passengers than private cars, and any curtailment of tram and bus facilities would be a serious matter for the public and the Tramway Department would suffer. A resolution to this effect was carried.

"Safety First" in Schools.—Ald. A. H James, Chairman of the "Safety First" Council, on the occasion of a recent distribution of prizes in connection with the schools competition, said the competition, which was initiated six years ago, had played an important part in promoting safety in the streets. The Lady Mayoress made a plea for more tidiness in the streets. She presented certificates to delegates of 184 schools which had taken part in the competition, representing a total of 5,569 successful scholars.

The Late Mr. Alfred Baker.—Deep regret is expressed throughout the whole of the Midlands at the death of Mr. Alfred Baker, who was for 25 years manager of the Birmingham Tramways. He was described as a "Transport genius." Two hundred authorities and organisations were represented at his funeral on October 30th.

Bus Overloading.—A campaign against bus overloading is being waged in Stoke, and a large number of prosecutions are being made.

Stoke to Buy Buses.—Stoke-on-Trent City Council, on October 29th, decided to promote another Bill in Parliament for power to enable the Corporation to operate bus services in the city.

Midland Railway News.—Mr. A. Brook, the superintendent of the Birmingham Great Western Railway Division, has retired from service on reaching the age limit. Mr. W. E. Hart, for seven years superintendent at Worcester, succeeds Mr. Brook, while Mr. R. W. Higgins, the Assistant Divisional Superintendent at Worcester, will succeed Mr. Hart. Joining the G.W.R. in 1878 Mr. Brook was in 1903 transferred to the outdoor staff of the Plymouth Division, and became Superintendent of the Line. He came to Birmingham four years later—in 1907—and was appointed Chief Clerk to the Divisional Superintendent. He was subsequently promoted to Assistant Divisional Superintendent. He was moved to Worcester as Divisional Superintendent at Worcester in 1918, and in 1922 was appointed to the post from which he is now retiring. Mr. Brook was formerly a member of the Worcester City Council, is a J.P., and a member of the Birmingham Licensing Committee. Mr. Hart was Assistant Superintendent at Birmingham before going to Worcester, and now, of course, goes back to Birmingham. Mr. John Aucott has just retired from the Parcels Department of the L.M.S. in Birmingham after being with the company 47 years. Mr. Aucott was very popular with the trading public, and was regarded as an expert in railway transport organisation. He had the respect and confidence of the business men of the city.

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Hull Notes.

FROM OUR OWN CORRESPONDENT

Municipal Aerodrome Opened.—Hull has achieved one of its ambitions. It has become one of the first municipalities to possess an aerodrome. Prince George, emulating the example of the Prince of Wales, flew to the city to open it. Great developments are expected because of the port's highly favourable geographical position. Lord Thomson, the Air Minister, is amongst those who have pointed that out. Hull, he says, is on the fringe of a great industrial area, and is the natural jumping off point for Northern Europe. He believes seaplanes will be going as regularly from Hull to the North of Europe as motor cars go westward from the city to-day. His Lordship did not venture to put a date to the full fruition of that conception of Hull's aerial greatness, but local enthusiasts believe in the truth of his prophecy.

Tramways Chairman Defeated. — The Municipal elections did not bring many changes, but one of the two old members to be defeated was Mr. C. P. Sherwood, the Chairman of the Corporation Tramways Committee. During his three years' control of the tramway undertaking, Mr. Sherwood has ruled firmly and with an eye to the interests of the service as a whole. In many respects it has been a difficult and thankless task, unequalled by any other in the Corporation. Mr. J. Henson, a Labour member particularly interested in the organisation of tramway men and busmen, retained the seat he won at a by-election some months ago.

Queen's Dock Scheme. — The proposed purchase from the London and North Eastern Railway Company, for £117,000, of the Queen's Dock, was approved by a great majority when it was submitted to the City Council, only five votes being recorded against it. The closing and filling in of this, the oldest of Hull's docks, is strongly opposed by a section of the carrying trade, those interested in traffic by lighters, and there is little doubt they will make themselves heard when the Bill legalising it comes before the Parliamentary Committee at Westminster. The Chamber of Commerce was caught napping. The project had been under public discussion for some months, but they did not give expression to any opposition until two days before the meeting of the City Council, by which time nearly every member had been won over in its favour.

Oil Installation Extensions. — The British Petroleum Company, Ltd., have extended their storage capacity at Salt End, Hull's oil port, by constructing eleven additional tanks, with a total capacity of 48,000 tons.

Greenland Greyhound.—The "Waveflower," a trawler built for the Yorkshire Steam Fishing Co., Ltd., is claimed to be the world's fastest trawler. She is expected to develop 1½ to 2 knots per hour more than any rival. Her owners hope to be recouped for their outlay by the time she will save in bringing her catches from Greenland and Iceland. The added speed will enable her to make more voyages, and to land her fish in better condition.

Trolley Buses.—The Hull Tramways Committee is adhering to its decision to introduce trolley buses, and has decided to place an order for twelve of the Guy type. Some months ago they were unanimous on the point, and then one of the members re-opened the question. The General Manager claims that they are more reliable than petrol vehicles, and will show a saving of from 1¾d. to 2d. per mile. The district which the trolley buses were intended to serve, would, Councillor Stark declared, have three different types of vehicles, and four or five types of petrol buses, and he opposed the introduction of the trolley vehicle.

Humber Bridge or Tunnel. — The committee representative of the Hull Corporation and other public bodies in the East Riding of Yorkshire and North Lincolnshire, who are in charge of the scheme for tunnelling or bridging the Humber, have selected Sir Douglas Fox and Partners, consulting engineers, London, as their advisory experts. The firm are to prepare alternative schemes for affording transport communication between the East Riding and North Lincolnshire, in the vicinity of Hull, for rail, road and pedestrian traffic. The work is to be done in three months. So far as a layman can see, there are no great engineering obstacles to either a tunnel or a bridge. The really important point is the financial one. It would be difficult to find the necessary financial backing privately, but the advocates of the scheme hope the Government will undertake the work under their scheme for dealing with unemployment. The Ministry of Transport is contributing £2,000 towards the cost of the preliminary investigations and report.

Traffic Control at Paignton.—Paignton U.D.C. has received a communication from the Chief Constable of Devon intimating that he had made arrangements for a traffic warden to be employed at Paignton during the winter months.

South Wales Notes.

FROM OUR OWN CORRESPONDENT.

Llanelly Conversion to Buses.—The Llanelly Electric & Traction Co. is to accede to the Borough Council's suggestion that it should scrap the tramways system and adopt buses instead. The Company has decided to substitute trolley buses, railless, for the trams, and to make the change over as soon as possible to complete it before the 1930 Welsh National Eisteddfod which will be held in Llanelly.

Newport Too?—At a special meeting of the Newport (Mon.) Town Council it was reported that, as anticipated, the Government departments, in arranging with the Newport (Mon.) Council for the immediate carrying out of the widening of the Newport stretch of the London-Fishguard road, viz., the reconstruction of the Chepstow Road in Newport, and construction of roads to carry this through to the Cardiff Road, had given the Council to understand that it expected that the tramways system on Chepstow Road would be scrapped and other system of passenger carrying adopted. The Council has received a report from its officials on three alternative transport systems to trams, viz., on the Chepstow Road only, on the Chepstow Road and on the new road routes, and on the whole of Newport routes. For the first, petrol buses are suggested; for the second, trolley buses or petrol buses; and for the whole substitution of trams, trolley buses, except for Corporation Road and Stow Hill routes, for which petrol buses must be provided. The report, whilst calling attention to the serious factors against present-day tram scrapping at Newport, appears to favour whole hog scrapping of trams, if any scrapping is to be done, as the change of systems in town, from buses to trams, would be inconvenient in operation and to passengers, if one part of the system only was changed to buses. The Council has to make early decision on the question of scrapping and extent, if any, in order not to miss the opportunity of gaining sanction thereto. It has been definitely decided (on October 30th) to scrap Chepstow Road trams and run trolley buses. The decision on remaining routes is deferred.

Amalgamation.—The Western Welsh Omnibus Co., Ltd., has acquired the Mid-Glamorgan services of Messrs. Cridland, Port Talbot. Messrs. Cridland have operated for a number of years at Port Talbot, Aberavon and Bridgend, and surrounding areas, and some twenty-four buses were licensed for them by local authorities, to whom the acquiring company has applied for transfer of licences. The Western Welsh Omnibus Co., Ltd., also proposes to extend its Bridgend bus station very considerably. The G.W.R. Co., one of the constituent companies of Western Welsh Omnibus Co., has arranged a close co-operation between its services and those of Messrs. Ralph's Garages, Abertillery. The companies will co-ordinate time-tables, and will arrange that tickets issued will be available on either company's buses.

Employees Social Welfare.—It is understood that the G.W.R. Co., in addition to building a new town-centre welfare hall for its bus and tram employees at Cardiff, is to erect at Rogiet (Mon.) a welfare institute for its Severn Tunnel area employees.

To Ensure Fair Licensing.—The Blaenavon U.D.C., one of the constituents of the East Mon. Joint Authorities Bus Licensing Board, has passed a resolution that none of its members having interest in any bus service, or being employees of a bus company, or having relatives so employed, shall sit in consideration of bus licence applications, and has urged the Joint Board and the other constituent authorities to pass a similar resolution aiming at unprejudiced licensing deliberations.

Cardiff's New Garage.—The Cardiff City Council is to erect and equip a new bus garage and workshops to house 120 buses at Sloper Road.

Long-Distance Carrying.—Several of the long distance daily bus-coach services between South Wales and English centres are making large cuts in the number of daily journeys in view of the winter advent. A few long-distance services have been suspended altogether during the winter, and the influence of the season on trade is very marked. On the other hand, area inter-town services, whilst somewhat modifying time-tables for the darker evening hours, report trade to be showing constant improvement, due, no doubt, to the slow, but steady industrial recovery, and more especially to the absence of industrial stoppages through domestic disputes.

Removal and Haulage Trade.—Whilst removers report trade to be "steady," they state that competition is very keen and prices are not as stable as they might be. The haulage trade is showing constant improvement, particularly in the Western area, where some contractors report business as "brisk."

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Scottish Notes.

FROM OUR OWN CORRESPONDENT.

Road Transport in Glasgow.—Several conferences have taken place between representatives of the Glasgow Tramways Committee and representatives of the railway companies on the question of ownership and control of road transport in Glasgow and the West of Scotland. So far no agreement has been come to, the point at issue being a claim by the Corporation for a complete monopoly within the area at present covered by the tramway system. The railway companies are only prepared to recognise a civic monopoly within the boundaries of the city and an equal sharing of the transport beyond the boundaries. The trams cover a very extensive area outside the city boundaries.

Aerodrome Sites.—Inverness is the latest town which is interested in the erection of a civil aerodrome. A representative of the Air Ministry has made an examination of various sites proposed. Over twenty towns in Scotland are interested in such a project but not all of them can conform to the requirements of the Ministry. In regard to the actual equipment necessary the Ministry does not require any local authority to lay down expensive equipment because in the first instance this would not be necessary. Naturally, go-ahead municipal bodies are very keen on this subject as they realise that in the near future air transport will expand and become an important public service.

Tramway Pioneer Honoured.—Ex-Bailie Peter Burt, who has been a prominent figure in Glasgow's civic life, was entertained to a dinner which marked his retirement from the convenorship of the Tramways Committee. Many officials of the Corporation were present and Bailie Park paid a tribute to their guest who had influenced the carrying out of many important reforms for the benefit of the city. Mr. Burt was a member of the small committee appointed to bring about the municipalisation of the tramways in 1894. When the trams were electrified there was considerable opposition, and a section of the Corporation actually wanted them to operate a cable system instead of the overhead traction which had proved so successful. Bailie Burt is confident that the tram will justify itself as against the bus and that with improved vehicles and increased speed it will be as successful in the future as it has been in the past.

New Wishaw Garage.—Messrs. Stewart & MacDonald, the well-known Lanarkshire bus firm, are building a new and spacious garage in Stewarton Street, Wishaw. The building will occupy a large frontage extending to 150 feet. Business offices and mess room accommodation for the staff are included in the plans.

Petrol Pumps.—The great increase in the number of petrol pumps is mentioned in the report of the Chief Inspector of Glasgow, who states that twenty years ago there were only 366 persons authorised to store petroleum spirit; now in addition to 1,070 licences 182 firms keep petroleum for motor car purposes without licences, but under the regulations of the Home Secretary. In the city there are 614 specially constructed underground tanks, the capacities of which range from 300 gallons to 12,000 gallons—operated in every instance by a connected overhead pump. Compared with storage in tins, drums or barrels, the underground system of storage, especially where the quantity is large, is undoubtedly the safer system, says the report.

Steam Waggon Accident.—An alarming accident in which a steam waggon was involved happened in Stirling. The vehicle, which belonged to the Universal Transport Coy., Dundee, collided with two stationary motor lorries, skidded across the street and demolished a wall. The impact was so severe that the boiler exploded. The fireman was badly scalded about the neck and he succumbed to his injuries in the hospital. The driver had a fortunate escape. The noise of the explosion created great excitement.

Northern Ireland Notes.

FROM OUR OWN CORRESPONDENT.

More Trams for Belfast?—The Tramways Committee of the Belfast Corporation have decided to consider the question of the purchase of fifty additional tramcars.

Municipal Garages.—With a view to relieving the situation caused by lack of sufficient parking facilities for cars, the Belfast Corporation have decided to seek, in a Parliamentary Bill, powers which will enable them to acquire lands and premises for use as motor garages. The Bill has not yet been drafted, and as it will contain a number of controversial matters, it may not go to Parliament in the form in which it is now foreshadowed. But the Police Committee of the Corporation have inspected a large block of buildings in Smithfield with a view to acquiring them. These consist of a weaving shed and a block of mill buildings containing four stories. The space available was more than an acre, but the City Surveyor has declared the buildings to be unsuitable, and there the matter remains for the present.

Belfast Air Port.—Another provision in this proposed Bill is to enable the Corporation to subscribe £200 per year for not more than fifteen years towards the rent of an air port on the Harbour Commissioner's estate. National Flying Services, Ltd., proposed to utilise a large tract of reclaimed land at the entrance to Belfast Harbour, adjoining Belfast Lough, but there was a difference of some hundreds of pounds between what the Harbour Board would take as rent and what National Flying Services wished to pay. The Corporation proposal is an effort to get over the difficulty

Irish Free State Notes.

FROM OUR OWN CORRESPONDENT.

Motor Vehicles in the Irish Free State. — In August last, there were 50,538 motor vehicles in the Irish Free State, as against 47,065 in August, 1928. Of these, 7,209 were commercial motor vehicles as compared with 6,496 in August last year. There were 5,598 motor hackneys, not exceeding six seats, being 73 less than in August, 1928, and 705 buses and chars-a-banc, or 13 less than in August, last year. There were 29,435 private motor cars, and 7,591 motor cycles—the former showed an increase of 3,108 as compared with August, 1928, and the latter a decrease of 262.

Need for Additional Bus Services in the Irish Free State.—That there is need for additional bus services on the roads of the Irish Free State is the opinion of a well-known Irish motorist, and in the course of a letter to "The Irish Times," he gave his reasons for thinking so. The motorist, Mr. H. Neville Roberts, of Dublin, in the course of his letter, said: "I have made a circuit of Ireland by road ten times during this summer, covering approximately 12,000 miles. The excellence of the roads is indisputable, in the North as well as in the South, the only exceptions being in Connemara and in the remoter parts of Kerry, Clare, and Donegal. In Northern Ireland, the roads are being used as a means of transport, and carry an adequate and increasing service of buses linking towns, villages, holiday resorts and countryside. This service does not come from railway enterprise or railway monopoly. In the Free State, one wonders if the excellent motor roads are intended as ornaments, or if they are kept for the convenience of cattle, driven or straying, and for the passage of the ass-drawn cart that is still the chief link between countryside and country town. The main roads throughout the Irish Free State were surely constructed for motor traffic, at the public expense, and they could certainly carry ten times the present volume of transport without any approach to congestion. One of the most urgent needs in the Irish Free State is an adequate road service, both for passengers and goods, such as Northern Ireland enjoys."

Importations of Motor Vehicles into the Irish Free State.—From the Irish Free State Trade Returns, issued by the Statistics Department, dealing with exports and imports during the first eight months of the present year, it appeared that 795 motor commercial vehicles, of the value of £147,153, were imported into the Free State from 1st January to 31st August, 1929; 5,687 motor touring cars, of the value of £883,379 were imported in the same period, and tractor parts to the value of £451,570. On the other hand, tractors to the value of £774,270 were exported from the Free State during the first eight months of the present year. These latter figures afford some idea of the activities of the Ford factory at Cork, from whence finished tractors are being regularly forwarded to various foreign countries from Cork.

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Law Cases.

PLYING FOR HIRE.

BEFORE Mr. R. Vaughan Williams, K.C., the Recorder, at Swansea Quarter Sessions, appeal was made by Messrs. Griffiths & Son, bus proprietors, Craigcefnparc, near Swansea, against a conviction and fine imposition by the Swansea Stipendiary Magistrate, for alleged plying of buses for hire in Swansea without the sanction of the borough council.

The grounds of appeal were that the conviction was wrong in law and that it was against the evidence and the weight of evidence in fact, that these had been plying for hire.

For appellants, were Mr. Paley Scott, K.C., and Mr. Jenkin Jones, and for the respondents, the Swansea borough council, were Mr. Trevor Hunter, K.C., and Mr. Valentine Holmes.

For respondents, it was stated that the prosecution had been conducted in June for an alleged offence in February, to test whether what the bus proprietors considered a sound and legally watertight system of private hire, was so in fact. The prosecution contended it was plying for hire. Defendants ran a system of buses known as Eclipse Saloon Services, from Craigcefnparc and other places outside the borough, into Swansea. They had a garage at Swansea which was the terminus and starting place for return journeys. There was exhibited a regular time-table for the services which were regularly run, and over a good part of the route in Swansea area. Defendants issued daily and period return tickets and season tickets. These tickets could not be bought in Swansea, and had to be procured outside the borough, and no passengers would be admitted to the buses in Swansea who were not already in possession of such return tickets. Nevertheless, the prosecution contended that it was possible for a person resident in Swansea, to go outside and procure a period, season, ticket and use it wholly within the borough, viz., to travel between his home and town centre. The fact that a good part of the route lay in the borough, that the buses, a distinctive service ran regularly and to time-table, which could be consulted by anyone, amounted in prosecution view to solicitation of passengers and plying for hire.

Evidence in substantiation of prosecution case was given.

A Swansea clerk deposed to, outside the borough, obtaining a season ticket which he used wholly in the borough to travel to and from his home into town.

The case for the appellants was that the evidence did not show or prove plying for hire. The tickets, all returns, were issued outside the borough, and there was no solicitation of passengers in the borough. It was not an offence in law, it was contended, to carry out from Swansea, people who were carried in on appellants' buses, and who, by their possession of a return ticket, held a contract with the company to be carried home in the company's buses. The issue of period return tickets was not unlawful, and did not mean plying for hire, but pre-contract for a period. Counsel contended that nothing was done to establish plying, and the system clearly showed defendants' aim to bring people from outside the borough into Swansea and carry them out again. It was a vital matter that this system should be sustained. Counsel commented upon the unsatisfactory state of the ply for hire licensing law. They had in 1929, only the eighteen years old Act to govern this plying and licensing, and plying was now a different thing to when the Act was framed, both as regards fact and volume and its import to the public.

The Recorder, giving judgment, said he would dismiss the appeal with costs against appellants. His detailed judgment he would give later. He would now say that he held there had been plying, and that a good part of the business of these coaches was plying in Swansea. The fact that a time-table could be consulted, that the vehicles ran regularly, that the buses were of one distinct colour and name, and that a great part of the route was in Swansea, all made him take this view. These facts, with destination boards to coaches, constituted solicitation.

USING A MOTOR LORRY WITH A LIMITED TRADE PLATE.

IN the District Court at Cork before District Justice D. B. Sullivan, B.L., Thomas Magee, of West Street, Drogheda, County Louth, was summoned for having on July 3rd, in Cork City, used a motor lorry with a limited trade plate for the carrying of goods. Civic Guard Roche stated that he stopped the lorry in Coburg Street, Cork, and found in it some Ford parts, and two 28-lb. boxes of butter. The driver said he knew nothing about it, and that it was not his fault. He was taking the lorry, which was a new one, from Ford's works at Cork, to Magee's garage in Drogheda.

Mr. A. Curtis, an official of the Clerk of the Court's Office, stated that a letter was received from the defendant stating that he could not attend the court as the expense would be very considerable. Although the limited trade plate was displayed, the ordinary licence was actuallly purchased on July 1st, and the tax paid in respect of the new owner.

Civic Guard Superintendent Butler said that what probably occurred was that the owner subsequently took out the licence as from July 1st.

The defendant was fined 20s.

TRANSPORT CONTRACTORS LOSE CURIOUS ACTION.

A CURIOUS action was decided by Judge Cluer in the Shoreditch County Court, when Richard James Weeks, of 28 London Lane, Hackney, transport contractor, sued Messrs. Gilbert & Robinson, of 58 Mansford Street, Hackney Road, E., wireless cabinet manufacturers, to recover £9 14s. 10d. transport charges. The charge was for:—February 28th, motor lorry to Bristol at 6½d. per mile, £7 1s. 11d.; March 1st, five hours motor van in London, £1 2s. 6d.; and March 2nd, 6¾ hours, £1 10s. 5d. The defence was that the defendants knew nothing whatever about the hiring, and did not order same.

Mr. Cloutman, barrister, appeared on behalf of the plaintiff. The plaintiff gave evidence, and said that a man named Cole, employed by the defendants, came to him and said he wanted a lorry to go to Bristol the next day to deliver wireless goods, and he agreed to let him have one at 6½d. a mile. On returning from Bristol, with Reeder, their own driver, Cole said they wanted a van for the next day for London, which he supplied, and again the next day. He got the tickets filled in and they were signed for by Cole. The accounts were then sent in to the defendants, and a fortnight after the work was executed, Mr. Gilbert called upon him and told him that he had not ordered the van, and that Cole had no right to have done so off him. Mr. Gilbert further said that their van went out of order, and he told Cole that if he did not want to be out of work, he could hire his uncle's van at 10s. a day. The plaintiff went on to say that so far as he was concerned he had no idea otherwise than that he was doing the work for the defendants. Judge Cluer, at this point, said that on that evidence the defendants had no case to answer, whereupon Mr. Cloutman said that the main point in the action was the acceptance of the service by the defendants. He argued that no reasonable firm could expect to hire a motor lorry to Bristol and back for 10s., and that therefore they had accepted the service of the plaintiff and were liable, but Judge Cluer disagreed with this view entirely, and said that one man might do him a service for a shilling which someone else would want to charge several shillings, and if he had instructed his man to go and engage the shilling man, the employee had gone outside his duty if he had gone and engaged the several shilling man, and there could obviously be no contract with him. There was no reason for the defendants to suppose other than as he had said ten shillings a day from the uncle of Cole, that this was the van. The question was, really was it within the general authority of Cole to hire this van, and the answer was obviously "no," only to hire one from somewhere else at 10s., and if there were an implied contract of service for 10s., it could not be within his power to hire a lorry costing £7. Mr. Cloutman submitted, however, that if the defendants accepted the service, there was an implied undertaking to pay a reasonable sum, but Judge Cluer disagreed with this, and said they were not called upon to pay it because they had not accepted the service from the plaintiff. Clearly Cole had gone outside his authority, and it might be the uncle's 10s. van for all the defendants knew. Judge Cluer said he would have to enter judgment for the defendants, with costs.

A POINT TO BE NOTED BY BUS OWNERS.

A CURIOUS point as to whether the procedure adopted amounted to plying for hire was decided by the Cardiff stipendiary magistrate when Imperial Motor Coy., Abercynon, were summoned for having plied for hire in Cardiff, without a licence.

A police officer said he boarded the bus, which was labelled "Aberdare," at Cardiff, and was asked by the bus conductor to produce a return ticket, and he replied that he hadn't one. The bus conductor ordered him off the bus, but told him to get on to a locally licensed bus and travel to the Philog, the borough boundary, where he could could get on the Aberdare bus, and allowance would be made for the 2½d. local fare off the 1s. 9d. return ticket, Cardiff-Aberdare, which was issued to him beyond the borough boundary. This was done.

Another officer said that when he interviewed Mr. Howell Morgan Davies, proprietor of the service, he said he had

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given his conductors strict instructions not to ply for hire in Cardiff.

For the defence it was urged that as the passenger was not carried in the city area, no offence had been committed. The rebate of the 2½d. spent by the officer in getting beyond the boundary was quite admissible and did not make the company pliers in Cardiff. They could pick up beyond the borough, and simply made an allowance for the part of the journey, Cardiff-Aberdare, within the borough, which they could not carry in, and in which the officer did not travel with them. The proprietor had no knowledge of the transaction.

The prosecution contended that by arranging to pick up the fare beyond the boundary, the conductor had solicited a passenger and plied for hire.

After considerable discussion, the stipendiary held that an offence had been proved, and fined the proprietor 40s. and costs. The driver and conductor were each fined 10s. for aiding and abetting.

LAW ON STRAP-HANGING.

WHEN several bus conductors were fined in Manchester for allowing more than four passengers to stand, one of them said: "You never know where you are."

The case was one of particular interest to the proprietors of motor buses because of the decision of the magistrates on September 11th, that only four passengers may be allowed to stand. This was based on Section 2 of the Railway Passengers Duty Act of 1842, which says: "Stage carriages are not to carry either in the whole, or inside or outside, a greater number of passengers than they are constructed to carry as ascertained by Section 13." The accommodation required under Section 13 is set out as follows:—"Fit and proper seats must be provided, allowing for every passenger on an average space of 16 inches measuring in a straight line lengthwise on the front of each seat."

The defendants were in the service of the Manchester Corporation, Bolton Corporation and private companies. An impression has apparently become prevalent among many bus conductors, that six extra passengers could be allowed to stand. This impression was created by the fact that police prosecutions hitherto have been confined to cases where more than six passengers have been standing. Now, however, the police have proceeded in cases where six extra passengers had been carried.

To the defendant, who said, "You never know where you are. We were told we were all right so long as we did not carry more than six extra," the Clerk of the Court replied: "Certainly, the position is difficult. One cannot help having a little bit of sympathy with you in this matter."

One of the magistrates, Mr. Bailey, said that neither the Bench nor the police had permission to allow more passengers to be carried than a vehicle is licensed for. They were not there to make the law but to administer it.

It was then declared by Superintendent Palmer that the police did not prosecute in cases where only four extra passengers were carried. A certaiin amount of discretion was exercised.

MECHANICAL BREAKDOWN OF A CHAR-A-BANC.

IN the Shoreditch County Court, on October 29th, before Mr. Registrar Wickham, Mr. David Kingberg, of 7 Watney Street, E., a wine and spirit merchant, sued Mr. Albert Ewer, of 152 Curtain Road, E.C., a char-a-banc proprietor, to recover £4 paid under protest for a char-a-banc to Margate. In his statement of claim, the plaintiff said that he arranged in August for a char-a-banc outing with a party of his friends to take place on September 1st, to be at Margate at 1 o'clock, and be back the same day, he arranged with Messrs. J. Lyons & Co., down there for the catering. The price was to be £8, which he paid in advance. The char-a-banc broke down at Rainham, and they never went to Margate. He saw the defendant's manager with reference to it on September 4th, who said he was very sorry for the mishap, but he agreed that another char-a-banc should run on the 15th of the month without charge in substitution. A few days beforehand, however, he received an invoice for £4, and as he had no time to make any other arrangements he sent a cheque for this amount under protest. He rang the manager up, who told him that there ought to be a charge of some sort, "How would 50s. do?", but he told him that he would send him the cheque for £4 under protest.

In cross examination, the plaintiff said that at the time that he paid the £8 he knew nothing about conditions, but when he got the receipt he noticed that they would not be responsible for any mechanical breakdown, it being printed on the form. He agreed that a coach came to Rainham from Margate and offered to take them to Margate, but that was at 5 o'clock, and they would not have got there until 6 o'clock. He denied that at any time the manager said anything to him about a reduced rate being charged. He seriously suggested that despite the fact that it was distinctly said on the form that the defendants would not be liable for a mechanical breakdown, that the manager agreed to do the second journey for nothing.

For the defence, Mr. Risden, manager to the defendant, produced the book of the firm in which an entry was made for September 15th against the plaintiff for £8, but which he told the clerk to reduce to £4, being what he called a very reasonable reduced rate.

In cross-examination, he said he thought it was quite reasonable that the account should be sent in only three days before, because there were 5,000 char-a-bancs in London, and the plaintiff could easily have got another one elsewhere had he been so minded, despite the fact that it might have reasonably been called a record char-a-banc year. He had no recollection of mentioning anything about 50s., and had there been a question of no charge, it would have been in the ledger.

Mr. Hornby (for the defendants): If char-a-banc proprietors had to do their work over again every time there was a mechanical breakdown, they might just as well close down.

The Registrar: It seems to me to be no object in putting the notice on the receipt unless they intend it to be enforced. If he did not intend the conditions to hold, they would not have been printed. The plaintiff was bound by the first contract, and it is quite clear the defendant's manager never intended to run the second journey for nothing. There will be judgment for the defendant with costs.

BUS SPEEDING IN DUBLIN.

IN the Dublin District Court, before District Justice Cussen, James Doyle, bus driver, was charged by a Civic Guard with having driven a bus on Merrion Road at a speed of 28 miles per hour. The District Justice asked the defendant what speed his employer told him was the limit at which he might drive a bus in the city and surrounding townships? The defendant replied that he had not been instructed on the subject, but he understood that he could drive up to 25 miles an hour. The District Justice said that the defendant was wrong. The speed limit for Dublin and the neighbouring townships was 20 miles per hour, and he wished all persons connected with the bus traffic to understand that clearly. The overspeeding of buses was becoming a very serious matter, and was giving a great deal of trouble to the Civic Guards, as well as occasionally great risk to the public. He had stated before, and he repeated it now, that for the future, when bus drivers were brought before him for overspeeding, their licence would be endorsed on the first occasion, and either suspended or cancelled on the second. In this case he imposed a fine of ten shillings, or, in default of payment after a week, seven days' imprisonment. The licence would be initialled and returned to the defendant by post, but meantime he could continue to drive his bus. In three other cases for exceeding the speed limit similar fines were imposed on the defendants.

CONSIGN SHIPMENTS FOR NORTHERN

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TO

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A Chevrolet truck climbs the Crystal Palace steps!

THE famous terraces at the Crystal Palace, where so many millions have congregated to see the fireworks displays, have, as a part of their construction, several series of steps of an incline of 1 foot in 2416. It was up these steps on Saturday, October 12th, that General Motors Chevrolet made six ascents and descents under the official observation of the R.A.C.

THE CHEVROLET CLIMBING THE STEPS AT THE CRYSTAL PALACE.

These climbs were staged as a demonstration of the power of the fourth or caterpillar gear of the Chevrolet-Six, and as a further demonstration of the efficacy of the springing and the brakes.

The Crystal Palace authorities, when giving permission for the demonstration, insisted that the full weight of truck and load should not exceed two tons, this being the limit of weight that in their opinion the steps would bear without the possibility of damage. In consequence of this, 10 cwts. of sand and sacks of hay were placed on the truck.

The first attempt was made promptly at 2.30 p.m. before a crowd of about 250, consisting in the main of dealers and transport users. The truck performed the task without effort, and another climb was made at 2.45 before a larger congregation of people.

Three further ascents and descents were made before 5 p.m., and the final effort was made at 5.45 p.m., at the termination of the dirt track meeting. Announcements had been made by the dirt track authorities, both in the programme for the day and by means of the broadcast installation, resulting in the majority of the spectators moving to the side of the steps. In deep dusk, the truck performed the final climb before at least 10,000 people, the only lights observable being those of the Chevrolet.

As the trial was observed by the R.A.C., all the usual investigations were made to satisfy the authorities that the truck was a standard one. Six climbs were decided upon to add to the severity of the test and to demonstrate that the capacity to accomplish the feat was not a freak occurrence. Each attempt was accomplished without difficulty or mishap. There was no alteration in the load, no adjustment was made, and no change of any description whatsoever from before the first climb until after the last.

It was an unusual and extraordinary sight to see this standard truck climbing these steep steps without effort; it was interesting to see it stopped on the steps and started again without difficulty to complete the climb; it was as interesting to see it stopped during its descents by the foot-brake alone, and then allowed to continue the descent.

General Motors are endeavouring to discover facilities for making a similar test, or even a more severe one, with a fully loaded Chevrolet Six, and intend inviting the official observation of the R.A.C. when they have discovered the essential site.

The Tasker Six-Wheeled Trailer.

TASKERS of Andover, Ltd., Waterloo Iron Works, Andover, Hants, have recently produced, to the order of Pickfords, Ltd., the six-wheeled or bogie low loading trailer shown in the accompanying illustration. It is intended for the transport of 10-ton loads. The length of the trailer is 16 feet, and the height of the top of the frame from the ground 2 feet 6 inches. The wheel track is 5 feet 10 inches, overall width 7 feet 3 inches, the nominal wheelbase is 8 feet, and the bogie wheelbase 2 feet 6 inches.

THE TASKER SIX-WHEEL 10-TON LOW LOADING TRAILER.

The rear bogie is of simple construction, and is built under the main frame, and carries the ends of the rear springs, which are positioned between the rear carriage members in order to give a low chassis. There is a single semi-elliptic spring on each side of the chassis, the undersides of which are secured to a square section steel axle. The front ends of the springs are pivotted, and the rear ends are shackled. Each pair of rear wheels is carried in a tilting frame consisting of 1-inch steel plates, one on the outside of the wheels and one inside, the two being separate by a distance tube. The tilting frame thus formed is pivotted on the end of the rear axle.

The front axle also is of square steel carried from the fore-carriage by two semi-elliptic springs, also accommodated between the longitudinal members of the fore-carriage. The frame work of the fore-carriage consists of four members of channel steel well braced. The turn-table frame is also of channel steel. The six wheels are of cast iron, and are carried on ball bearings and they are fitted with twin Poppe solid tyres of 22 inches by 5 inches section.

All rear wheels are fitted with internal expanding brakes properly balanced. The brake is applied by a wire rope from the towing vehicle or alternatively by a hand wheel for use when the trailer is stationary. The main brake cable passes through the hollow of the King pin, and does not affect the tension when turning.

Lubrication throughout is on the Tecalemit Zerk grease system with the grease gun nipples accessibly placed. The main frame is constructed of channel steel longitudinal and cross members, well braced together with M.S. plates.

Parking Place Attendants.—At the Parking Committee of the Torquay Corporation the superintendant of police stated that he favoured the employment by the Corporation of official parking place attendants instead of the practice now in operation at certain parking places in the highway where men undertake with the owners to take care of the cars during their absence. The superintendent had received several complaints of larceny at parking places during the past season.

Railways and Bradford Corporation.—The Tramways Committee of the Bradford Corporation has considered a communication from the London, Midland and Scottish and London and North-Eastern Railway Companies regarding their proposals to operate motorbus services on various routes to and from the city, and their desire to collaborate with the Corporation in the matter. A special sub-committee was appointed to consider the proposals, with power to negotiate with the railway companies.

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Motor Notes.

A Tilling-Stevens All-Weather Coach.—The accompanying photograph shows a 30-seater all-weather coach, fitted with a roll-up head, and is in the service of Holt Brothers (Rochdale), Ltd., Weir Street, Rochdale, Lancs. This Company operates a fleet of motor coaches and omnibuses

ONE OF TILLING-STEVENS 30-SEATER ALL-WEATHER COACHES.

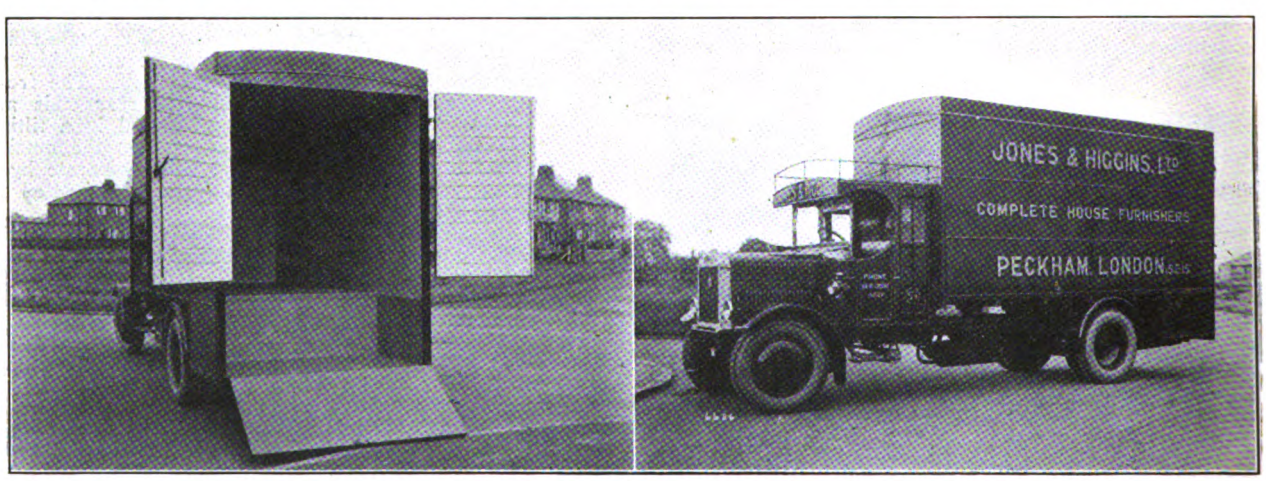
known as the "Yelloway Services," between Oldham and Blackpool, Manchester and Blackpool, and Blackpool and London. The bodywork was constructed by the Warwick Body-building Company, of Warwick Works, Old Trafford, Manchester, and the complete vehicle was supplied through the agents, of Tilling-Stevens Motors, Ltd., for Lancashire, Messrs. Garlick, Burrell & Edwards, Ltd., of Liverpool and Manchester. The chassis is the Tilling-Stevens "Express" gear driven chassis for single-decker service. The following is a list of users of this type of chassis:—The Eastern Counties Road Car Co., Ltd.; East Kent Road Car Co., Ltd.; East Yorkshire Motor Services, Ltd.; Maidstone and District Motor Services, Ltd.; Midland General Omnibus Co., Ltd.; North Western Road Car Co., Ltd.; Scottish General Omnibus Co.; Southdown Motor Services, Ltd.; Thames Valley Traction Co., Ltd.; Thos. Tilling, Ltd.; West Yorkshire Road Car Co., Ltd.; Wrexham District Transport Co., Ltd.

B.E.N.-Myers Car Washer.—We are informed by B.E.N. Patents, Ltd., 92, Tottenham Court Road, London, W.1, that they have installed one of the B.E.N.-Myers high pressure car washers in the new main building belonging to the Parkside Motor Co., of Coventry, which was recently opened by Sir William Morris, the head of the great Morris organisation.

Sentinel Steam Buses in Africa.—The Super Sentinel steam bus with trailer, shown in the picture, is used for conveying native servants between the "locations" in which they live outside Blomfontein, and the town itself. The vehicle is fitted with pneumatic tyres.

A SUPER-SENTINEL STEAM BUS ON PNEUMATIC TYRES IN SOUTH AFRICA.

A Large Capacity Furniture Van.—A design and construction for increasing the capacity of furniture vans is clearly shown in our illustrations. Not only does this design of body permit of additional furniture being carried, but it also facilitates the loading of household goods into the van. The van has been specially built for Jones & Higgins, of Peckham, and it is mounted on a Leyland long wheelbase four-ton chassis which has been suitably modified by Leyland Motors, Ltd., Leyland, Lancs., for the special body which incorporates a large well at the back, the full width of the vehicle. To accommodate this well the chassis frame has been cut off close behind the back rear-spring shackle and a dropped frame extension added, suitably braced, somewhat similar to the arrangement for carrying the rear platform of a double-decker. This construction permits of the floor level of the well being as low as two feet from the ground. The well extends forward just over 3½ feet, and as it extends the full width of the body it gives a floor space of 4 ft. 6¾ in. by 6 ft. 11½ in. which forms a very useful step for loading furniture into the main portion of the van, as well as for accommodating household articles. The height from the floor level of the well to the main floor level is 2 ft. 4 in. and the height from the bottom of the well to the roof is 9 ft. 8 in. The



TWO VIEWS OF A LARGE CAPACITY FURNITURE VAN ON A LEYLAND LONG WHEELBASE 4-TON CHASSIS.

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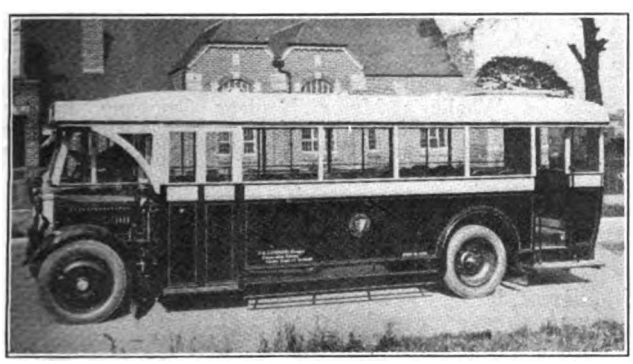
length of the body overall is 16 ft. 6 in. The rear doors of the van are in three portions, the lower portion being formed by a hinged tailboard which is locked by separate locks operated by a special carriage key on each side. This tailboard cannot be dropped until the two doors above it are opened. The two large doors are divided down the centre and swing back to the side of the body where they are held by special catches. Special locking arrangements have been provided on these doors. It will be noticed that the top of the cab is fitted with special luggage rails, access to which is obtained by a ladder on the side of the cab. The machine is finished in dark blue with the name of the user written in gold.

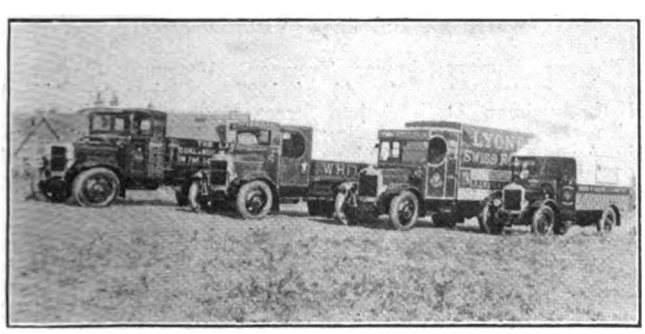
Guy Orders.—Guy Motors, Ltd., Fallings Park, Wolverhampton, announce the following recent orders:—A 19th repeat order from the War Office for 11 BAX 3/5 ton subsidy type chassis. The Premier Omnibus Co.,



A 32-SEATER COACH MOUNTED ON A GUY "OND" MODEL CHASSIS.

Ltd., Watford, a repeat order for a 30-seater chassis. Glico Petroleum Co., Ltd., a repeat order for a 2½ ton chassis. South Shields Corporation, a repeat order for a 32-seater complete bus. Walsh Graham, Ltd., a repeat order for 25 cwt. lorry. Orders and repeat orders for "OND" 20-seater coaches from Messrs. Burnells, of Weston-Super-Mare; Good's Garage, Seaton; St. Aubin's Motor Co., Jersey; Mr. J. Rowell, Mansfield; United Automobile Services, Ltd., Lowestoft; and G. N., Ltd.

Dennis Goods-Carrying Vehicles on Tour.—With the object of demonstrating the details of the most popular of the Dennis goods-carrying models, four completed machines left the works of Dennis Bros., Ltd., of Guildford, recently to carry out a tour of all the principal towns in the South of England, progressing subsequently northwards. This convoy—more familiarly known as "The Circus"—consisted of examples of Dennis vehicles supplied to John Barker (49), J. Lyons & Co. (32), Whitbreads (148) and Hall & Co. (32), the machines



THE DENNIS CONVOY.

being respectively, a 30-cwt. tilt van, 3-ton box van, 4-ton lorry and a 6-ton lorry. The figures in brackets after the names indicate the number of Dennis vehicles which have been supplied to each of these well known operators. Mr. J. Atkinson and Mr. E. Pollard were in charge of the convoy.

Dewar Trophy.—At a meeting of the Technical Committee of the Royal Automobile Club, held recently, Miss Violette Cordery was adjudged the winner for 1929 of the Dewar Trophy, which is awarded by the R.A.C. for the most meritorious performance in an official Trial. The Trial consisted of a 30,000 miles test of an Invicta chassis; it occupied 48 days; the total distance covered was 30,016.96 miles; the average speed (excluding standing time) being 61.57 m.p.h.

Premier Motor Policies for Commercial Vehicle Insurance.—Premier Motor Policies, Ltd., Glebe House, Sherborne Lane, King William Street, London, E.C.4, have for many years specialised solely in motor insurance, and they have a big business to-day which has been built up almost entirely on the question of first class claims service. The policies are guaranteed by the Eagle, Star and British Dominions Insurance Co., Ltd., and a special feature of the Commercial Policy issued by this company is the Cumulative Bonus Scheme which offers 10 per cent. the first year, 15 per cent. the second and 20 per cent. the third year. This, they find, is a great attraction to the commercial vehicle user as he is able to earn a steadily reducing premium in relation to his experience. The Company have a very fine outside organisation with branches from Southampton to Edinburgh, and they realise fully the necessity of dealing with commercial vehicle claims as quickly as possible with a view to getting the vehicle on the road again promptly. In short, they recognise the important fact that it is service that counts in the insurance business as in so many others.

The Victor Electric Vehicle.—Wingrove & Rogers, Ltd., British Electric Vehicles, Arundel Chambers, Strand, London, W.C.2, announce that they have recently delivered seven standard Victor electric chassis fitted with van bodies constructed to the Postmaster General's specification, to the Mount Pleasant Post Office, London, where they are in regular use for parcel delivery work. The purchase is in the nature of an experiment, but the firm are confident it will prove successful, as the work involves a limited daily mileage for which duty this vehicle is expressly designed. The vans themselves are by no means in the experimental stage, as a large number have been sold in various parts of the country for similar work. Victor Electrics are built in three sizes, namely, 20-cwt., 23-cwt., and 30-cwt., which capacities include the weight of the body. The prices respectively, are:—£143, £181, and £220, which prices do not include batteries. Batteries are fitted according to mileages required of them, the prices varying from approximately £67 for a 25-mile battery, to £212 for an 85 mile battery.

Scouts Jamboree.—Morris Commercial Cars, Ltd., Foundry Lane Works, Soho, Birmingham, were responsible for the official transport in connection with the Boy Scouts' World Jamboree, recently held at Arrowe Park, Birkenhead. The photograph shows one of these vehicles loaded with 2,000 loaves of bread.

A MORRIS COMMERCIAL AT THE BOY SCOUTS' JAMBOREE.

Enots Improved Hydraulic Jack.—Benton & Stone, Ltd., Bracebridge Street, Birmingham, manufacturers of the Enots Hydraulic Jack, include in their range Jacks specially designed for commercial vehicles. The "Enots" Commercial type Jack is supplied in Balloon or Empire models and is guaranteed to a dead lift of 3 tons. This means that a heavy bus or lorry can be adequately dealt with since only one wheel or at most one axle is usually lifted at any one time. The prices are:—Standard Model Balloon Type, 75/6; Geared Extension Model, 81/6; Empire Model, 75/6; Geared Extension Model, 81/6.

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County Court Judgments.

THE following returns from the Registry of County Courts' Judgments, Whitehall, have been received relating to judgments entered up in the respective County Courts of England and Wales. Publication does not imply inability to pay. Many judgments may have been settled between the parties or paid. Judgments settled otherwise than through the Court may appear unless "satisfaction" is entered up within twenty-one days from judgment or allocatur. Registered judgments are not necessarily for debts. They may be for damages or otherwise, they may relate to actions *bona fide* contested between the parties, or they may be against defendants, liable in a representative capacity, and not personally; but no distinction is made on the register. Judgments are not returned to registry if satisfied in Court books within twenty-one days.

H. Dews, Hatfield Street, Northgate, Wakefield, Yorks., carting agent. £35/11/6. July 20th.

R. E. Tucker, 11 Craithie Road, Doncaster, haulage contractor, £93/3/10. July 15th.

H. W. Parkinson, Victoria Cafe, Kinmel Park, Rhuddlan, Flint, haulage contractor. £28/17/0. July 15th.

Richd. Jones, 14 Lloyd Street, Caerau, Glam., haulier. £91/2/1. July 22nd.

Percival Wm. Newman, Ledgers Road, Slough, haulage contractor. £46/17/0. July 19th.

Robt. Freeman, 37 Albert Road, Plymouth, haulier. £31/12/0. July 12th.

R. A. Rogers, Brownston Street, Modbury, Devon, general haulier. £24/4/5. July 30th.

Stanley Yeoman, Marlborough, Devon, general haulier. £79/2/1. July 26th.

S. J. Pickering, 48 Park Road, Leyton, Essex, motor carriage proprietor. £27/8/6. July 19th.

Horace Trumble, 7 North Benfleet Cots., North Benfleet, Essex, carman. £54/15/3. July 2nd.

— Band, 273 Moss Lane East, Moss Side, Manchester, motor coach proprietor. £36/8/0. July 27th.

Lawrence Birch, 2 Newfield Street, Tunstall, Staffs., haulage contractor. £54/15/6. July 12th.

A. W. Bennett, Rosemary, Horeham Road, Sussex, motor haulage contractor. £23/4/6. July 26th.

Mark Allan, 23 Baptish End Road, Netherton, Worcs., haulage contractor. 51/19/4. July 29th.

Lawrence Jenkinson, 21 Taplin Road, Sheffield, haulage contractor. £48/19/10. July 15th.

H. Walker & Son, Barton View, Hessle High Road, Hull, haulage contractors. £42/18/6. July 19th.

Herbt. Kays, Greenwich, Ripley, Derbyshire, motor car and char-a-banc proprietor. £115/6/0. March 18th.

A. J. Brookes, The Laurels, 279 Bilton Road, Wolverhampton, haulage contractor. £40/10/6. June 25th.

Ellen Birtwell & Sons, Bank Bottom, Sawley, Yorks., haulage contractors. £69/8/7. July 30th.

J. W. Cooper, 14 Delancey Mews, Delancey Street, Camden Town, Middlesex, carman and contractor. £48/0/9. August 8th.

S. E. Temple, 41 Depapre Crescent Road, Northampton, haulage contractor. £36/6/10. July 23rd.

C. F. H. Lashley & Sons, Commonside, Westbourne, Sussex, haulage contractors. £59/5/6. August 16th.

S. C. Morris, The Field, Eardsley, Herefordshire, haulier. £29/13/8. August 21st.

Jas. Tate, 193 Raby Street, Newcastle-on-Tyne, haulage contractor. £103/17/8. July 16th.

Arthur Bedford, 30 Station Street, Mansfield, Woodhouse, Notts., carting contractor. £31/1/11. August 23rd.

W. H. Wilson, 69 Gateford Road, Worksop, Notts., haulage contractor. £27/9/1. August 10th.

Herbert Harrison, Hill Crest, Anslow, Staffs., haulage contractor. £25/12/9. August 15th.

Wm. Armstrong, Lawshall, Suffolk, carrier. £25/12/9. February 27th.

Victoria Louisa Morris, Windsor Castle, Enid Street, Bermondsey, S.E., haulier. £31/16/8. July 1st.

Wm. Whiles, 25 Upper Kennington Lane, S.E., haulage contractor. £91/15/3. August 13th.

Jonathan Garbutt, Ltd., R/O 335 Linthorpe Road, Middlesbrough, removal contractors. £20/3/2. August 22nd.

C. A. Sweet, Heathcote, London Road, Radlett, Herts., haulage contractor. £36/17/3. September 2nd.

Jno. Hewins, Cross Street, South, Blakenhall, Staffs., haulier. £44/3/8. August 2nd.

A. Barnes, Myrtle Cottage, West Chiltington, Sussex, haulage contractor. £31/15/7. August 7th.

D. H. Wilson, Highgate Place, Moseley Road, Birmingham, haulage contractor. £25/15/4. August 8th.

R. S. Baker, Roos, Yorks., haulage contractor. £57/18/4. August 29th.

The Gazette.

Dissolutions of Partnership.

JOHN KIRKLAND and FREDERICK KIRKLAND, trading as J. and F. Kirkland, carters, etc., 44 Wild Street, Derby, and Fir Tree Farm, Quarndon, Derbyshire. 11th July, 1929. All debts owing in respect of the business of carters and coal dealers at 44 Wild Street, by John Kirkland, and those of the business of farmers at Fir Tree Farm to Frederick Kirkland.

WILLIE HOLROYD, WILLIAM WHITTAKER, ADA HOLROYD and FRED SPENCER, trading as Wilkinroyd Motor Carrying Co., 9 Clifton Road, Brighouse, Yorks., haulage contractors, etc. 9th September, 1929. All debts by Willie Holroyd, William Whittaker and Ada Holroyd, who will continue the business.

JOHN HENRY RYMOND and FREDERICK WALTER TERRY, trading as Rymond and Terry, carriers, etc. Smithfield Passage, Dean Street, Birmingham. 1st October, 1929. All debts by John Henry Rymond, who will continue the business at the same address.

JOHN WHALLEY, JOHN WHALLEY JNR. and ALBERT WHALLEY, trading as Whalley's Motor Haulage Company, haulage contractors, Cotton Street, Blackburn. 30th April, 1928, so far as concerns Albert Whalley, who retires from the business.

The Bankruptcy Acts, 1914 and 1926.
Bankruptcy Proceedings.

STANLEY JACK FURZE, "Gosforth," Severn Road, Clacton-on-Sea, Essex, lately The Bungalow, Tadwick, Tiptree, Essex, haulage contractor. Receiving order and order of adjudication, August 19th. Public examination October 3rd, at Colchester.

EDMUND LESLIE HOPKINSON, 98 Pottery Houses, Belper, Derbyshire, lately haulage contractor. Receiving order and order of adjudication, August 17th. Public examination September 24th, at Derby.

ERNEST BENNETT, St. Mary's Lane, Ambleside, Westmorland, haulage contractor. Order of adjudication, August 6th.

Notices of Intended Dividend.

JOHN KERSHAW, trading as "Star Haulage Co.," 34 Stoney Hill, Rastrick, Brighouse, haulage contractor, etc. No. 12 of 1929. Claims to John Osborne Morris, 12 Duke Street, Bradford, Official Receiver.

JAMES HENRY BARKER, 1 Church Street, Wetherby, Yorkshire, carting agent, etc. No. 15 of 1929. Claims to Donald Sween Mackay, Duncombe Place, York, Official Receiver.

EMMA GETTINGS, 151 Plymouth Grove, Chorlton-on-Medlock, Manchester, motor haulage contractor. No. 33 of 1929. Claims to Frederick Murgatroyd, Byrom Street, Manchester, Senior Official Receiver.

JOHN EBENEZER DAVIES, Cooper's Well, Pantyffnon, Carmarthenshire, haulage contractor, etc. No. 20 of 1928. Claims to Thomas Herbert Watkins, 4 Queen Street, Carmarthen.

WILLIAM JONES, 189 Cleveland Street, Birkenhead, Cheshire, haulage contractor. No. 19 of 1929. Claims to James Allcorn, Government Buildings, Victoria Street, Liverpool, Official Receiver.

FRANCIS MUTTON, Lower Treween, Altarnun, Cornwall, haulage contractor. No. 44 of 1927. Claims to Alfred N. F. Goodman, 11 St. Aubyn Street, Devonport.

ROBERT HENRY HILL, trading as Frank A. Hill, 29 Hawksley Avenue, Sheffield, haulage contractor, etc. No. 117 of 1928. Claims to Leonard Johnson Clegg, 14 Figtree Lane, Sheffield, Official Receiver.

Notices of Dividend.

EMMA GETTINGS, 151 Plymouth Grove, Chorlton-on-Medlock, Manchester, motor haulage contractor. No. 33 of 1929. First and final of 4/5¼d. in the £, payable at the Official Receiver's Office, Byrom Street, Manchester.

GEORGE MORGAN, lately 7 Essex Terrace, Saltash, Cornwall, carrier. No. 5 of 1928. First and final of 1¾d. in the £, payable at 11 St. Aubyn Street, Devonport.

JOHN GLAZE GRIFFITHS, 5 St. Alkmund's Place, Shrewsbury, Salop, haulage and removal contractor. No. 4 of 1929. First and final of 5/3d. in the £, payable at the Official Receiver's Offices, 22 Swan Hill, Shrewsbury.

JAMES RICHARD LAMB, Talbot Garage, High Street, Settle, Yorkshire, haulage contractor, etc. No. 26 of 1929. First and final of 1/3¾d. in the £, payable at the Official Receiver's Office, 12 Duke Street, Bradford.

Applications for Discharge.

SIDNEY DARWIN, Beulah Road, Sheffield, Yorkshire, haulage contractor. November 14th, at Sheffield.

JOHN BELL, 135 Quayside, Newcastle-upon-Tyne, haulage contractor. December 12th, at Newcastle-upon-Tyne.

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New Companies.

H. R. Mitchell & Sons, Limited. (242,809).—Private Company. Registered October 7th. Capital £2,000 in £1 shares. Objects: To adopt an agreement with H. R. Mitchell, H. T. Mitchell, S. C. F. Mitchell, S. R. Mitchell, J. E. Mitchell, and C. G. Mitchell; and to carry on the business of lightermen formerly carried on by them, and that of carriers by land and water, barge owners, forwarding agents, ice merchants, refrigerating store keepers, etc. The directors are: H. R. Mitchell, H. T. Mitchell, S. C. F. Mitchell, S. R. Mitchell. Secretary: H. T. Mitchell. Registered office: 23a, Wellington Road, Charlton, S.E.7.

C. F. Wood & Son, Ltd. (242,894).—Private Company. Registered October 10th. Capital £10,000 in £1 shares. Objects: To acquire the business of motor engineers and garage proprietors carried on at Steyning by C. F. Wood and L. S. Wood as "C. F. Wood & Son," and to carry on the same, and the business of char-a-banc proprietors, haulage contractors, etc. The first directors (to number not less than 3 nor more than 7) are: C. F. Wood, L. S. Wood, E. L. Harris. The two first named are permanent. Secretary: C. F. Wood. Registered office: High Street, Steyning, Sussex.

James Penman & Company, Ltd. (15,725).—Private Company. Registered in Edinburgh on October 11th. Capital £25,000 in £1 shares. Objects: To carry on the businesses of owners, runners, hirers, manufacturers, buyers and sellers of omnibuses, cars, cabs, carriages, airships, and other vehicles, etc. The first directors are: D. C. Hays, J. M. Mailer, J. Penman. Registered office: 48, Port Street, Stirling.

Glen Motor Transport Company, Ltd. (15,726).—Private Company. Registered in Edinburgh on October 12th. Capital £1,000 in £1 shares. Objects: To acquire the business of the Glen Motor Transport Company Fraserburgh, Scotland. The directors are: J. Ivory, R. Wilson. Secretary: G. H. Fletcher. Registered office: 144, St. Vincent Street, Glasgow, C.2.

Cannon Haulage Co., Ltd. (242,998).—Private Company. Registered October 15th. Capital £5,000 in £1 shares. Objects: To carry on the business of haulage contractors and carriers, wharfingers, storekeepers, lightermen, barge owners, furniture removers and warehousemen, etc. The first directors (to number not less than 2 nor more than 7) are to be appointed by the subscribers. Secretary: P. A. C. Keefe.

Lockwood and Hayes, Ltd. (243,014).—Private Company. Registered October 16th. Capital £500 in £1 shares. Objects: To acquire the business now carried on at 74a, Church Street, Mexborough as "Lockwood & Hayes," and to carry on the business of haulage and transport contractors, carriers, removal contractors, etc. The directors are: F. Lockwood, jnr., D. N. Hayes.

James Asquith, Ltd. (243,037). — Private Company. Registered October 17th. Capital £200 in £1 shares. Objects: To carry on the business of haulage contractors and general carriers, coal, iron and quarry masters, stone merchants and general contractors, road and pavement makers and repairers, etc. The permanent directors are: F. E. Marshall, J. Asquith.

South Manchester Coachways, Limited. (243,051).—Private Company. Registered October 17th. Capital £400 in £1 shares. Objects: To carry on the business of tourist agents and contractors, general passenger, forwarding and insurance agents, transport contractors, carriers, motor coach, omnibus, cab, van and aeroplane proprietors, motor tourist agents, garage proprietors, etc. The first directors (to number not less than 2 nor more than 7) are: T. Swann, A. Swann, E. P. Swann (all permanent). Secretary: T. Swann. Registered office: 257, Upper Brook Street, Manchester.

Allenways, Ltd. (243,065).—Private Company. Registered October 18th. Capital £500 in £1 shares. Objects: To acquire the business of a motor coach proprietor carried on by G. E. Allen at 162, Darwin Street, Birmingham, and to carry on the same, and the business of haulage and transport contractors, garage proprietors, motor repairers, dealers in motor vehicles and accessories, fuel and lubricants, waste metals, timber and other waste materials, etc. The first directors (to number not less than 2 nor more than 3) are: G. Allen, G. E. Allen. Secretary: G. E. Allen. Registered office: 162, Darwin Street, Birmingham.

Armore Trading and Transport Company, Ltd. (243,123).—Private Company. Registered October 21st. Capital £100 in £1 shares. Objects: To adopt an agreement with A. J. Stilling and Alma Hoyles, and to carry on business as road haulage and clearing house agents, wharfingers, carriers of passengers in licensed vehicles, etc. The first directors (to number not less than 2 nor more than 5) are: A. J. Stilling, Mrs. A. Hoyles. Secretary: V. F. Richards.

Lock, Hoskins & Company, Ltd. (243,138).—Private Company. Registered October 21st. Capital £2,000 in £1 shares (500 7 per cent. cumulative preference and 1,500 ordinary). Objects: To carry on the business of haulage contractors, garage, motor car, char-a-banc, omnibus, van and cab proprietors, owners of ships, lighters, barges and boats, carriers of goods and passengers, etc., and to acquire the business of haulage contractors carried on by A. Lock and W. Hoskins at Church Road, Redfield, Bristol. The first directors (to number not less than 2 nor more than 5) are: A. Lock (permanent managing director and chairman), W. Hoskins. Secretary: W. Hoskins. Registered office: 55a, Church Road, Redfield, Bristol.

Luton-Bedford Services, Ltd. (243,163).—Private Company. Registered October 22nd. Capital £100 in £1 shares. Objects: To carry on the business of proprietors of char-a-bancs, taxicabs, omnibuses, hackney carriages, tourist and travel agents, jobmasters, garage proprietors, etc. The permanent directors are: K. Marsden, Clare Culverhouse. Secretary: P. S. Reid. Registered office: 304, High Holborn, W.C.1.

Gowland's Garage, Ltd. (243,195).—Private Company. Registered October 23rd. Capital £1,500 in £1 shares. Objects: To carry on the business of haulage contractors, motor garage proprietors, motor hirers, motor engineers, etc. The directors are: R. Gowland, Miss Ida Gowland. Registered office: Alston Road, Middleton-in-Teesdale.

Eastern Roadways, Ltd. (243,174).—Private Company. Registered October 23rd. Capital £5,000 in £1 shares. Objects: To carry on the business of carriers by land, general carriers, bonded and common carmen, forwarding agents, haulage and general contractors, garage proprietors, etc. The first directors are to be appointed by the subscribers.

Cestrian Coaches, Ltd. (243,172).—Private Company. Registered October 23rd. Capital £1,000 in £1 shares. Objects: To carry on the business of proprietors and users of motor omnibuses, chars-a-bancs, touring carriages, coaches and waggonettes, cabs, broughams, carriages and lorries, carriers, builders and repairers of motor omnibuses and vehicles, etc. The directors are: T. A. Jarnell, G. Towers (permanent managing director). Secretary: W. J. Freer. Registered office: Syson's Buildings (West Lane Corner), Chester-le-Street, Durham.

Janes Bros. (Contractors), Ltd. (243,215).—Private Company. Registered October 24th. Capital £2,100 in 2,000 8 per cent. cumulative preference shares of £1 each and 2,000 ordinary shares of 1/- each. Objects: To carry on the business of haulage contractors and general carriers, brick and tile merchants and manufacturers, clay workers and potters, manufacturers of and dealers in stoneware and plastic materials or products, etc. The directors are: H. Janes, J. Janes (both permanent). Registered office: Court Garage, Iver, Buckingham.

Express Deliveries, Ltd. (243,241).—Private Company. Registered October 25th. Capital £3,600 in 3,000 10 per cent. preference shares of £1 each and 6,000 ordinary shares of 2/- each. Objects: To carry on the business of forwarding, rail, road and shipping and manufacturing agents, general carriers, cartage contractors, furniture removers, bonded carmen, depository carters, warehousemen, ship owners, brokers and charterers of ships and other vessels, wharfingers, etc. The permanent directors are: G. J. P. Saunders (chairman and managing director), K. D. Starkey. Registered office: 7, Staple Inn, W.C.1.

L. Dyson & Co., Ltd. (243,249).—Private Company. Registered October 25th. Capital £1,000 in £1 shares. Objects: To acquire the business of a coal merchant and haulage contractor, etc., heretofore carried on by L. Dyson at Leverton Station, nr. Retford, Notts. The first directors are to be appointed by the company or by the subscribers. Secretary: L. Dyson.

Milk Transporters, Ltd. (243,283).—Private Company. Registered October 26th. Capital £500 in £1 shares. Objects: To carry on the business of carriers of milk, farm produce and goods of every kind, whether by road or otherwise, dairymen, etc. Power is taken to carry on the business of omnibus proprietors and carriers of passengers, etc. The first directors (to number not less than 2 nor more than 5) are: A. J. Martins, J. H. Jenks, J. A. Fearby, R. H. Morgan (all permanent).

Ferrell & Baker, Ltd. (243,274).—Private Company. Registered October 26th. Capital £1,200 in £1 shares. Objects: To acquire the business of motor and cycle engineers, haulage contractors, etc., heretofore carried on

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by F. H. Baker, A. L. Ferrell and T. E. Wimhurst at The Garage, Teynham, Kent, as "Ferrell & Baker." The directors are: F. H. Baker, A. L. Ferrell, T. E. Wimhurst. Secretary: T. E. Wimhurst.

Jixies, Ltd. (243,332).—Private Company. Registered October 28th. Capital £1,000 in £1 shares. Objects: To carry on the business of running taxicabs and omnibuses of all kinds, transporters of passengers and goods, etc. The first directors are not named.

Lawrence Hoyle, Ltd. (243,362).—Private Company. Registered October 28th. Capital £4,000 in £1 shares. Objects: To acquire the business of a motor engineer and haulage contractor now carried on by L. Hoyle at Sowerby Bridge, as "Lawrence Hoyle." The directors are: L. Hoyle (permanent chairman and managing director), H. Pinder, J. H. Johnson, A. Thornton. Secretary: W. Dargue.

A. H. Green & Company, Ltd. (243,336).—Private Company. Registered October 28th. Capital £300 in 1/- shares. Objects: To carry on the business of tug boat owners, lightermen, shipping and forwarding agents, etc. The directors are: F. H. C. Christmas, Comdr. F. A. Worsley, D.S.O., O.B.E., R.N.R., A. H. Green. Registered office: 8, Harp Lane, E.C.

Liverpool Transport Company, Ltd. (243,435).—Private Company. Registered October 30th. Capital £2,000 in £1 shares. Objects: To acquire the undertaking and all or any of the assets and liabilities of the business of shipping and forwarding agents carried on by Anderson and Hinde, at 34, Castle Street, Liverpool, and to carry on the business of ship and insurance brokers, managers of property, freight contractors, carriers by land or sea, barge owners, lightermen, etc. The directors are: S. N. Hinde (permanent), L. W. Bindon. Secretary: Marjorie Masheter. Registered office: Britannia Buildings, 46, Fenwick Street, Liverpool.

F. Ward (Thornton), Ltd. (243,423).—Private Company. Registered October 30th. Capital £800 in £1 shares. Objects: To acquire the business of motor engineers, charabanc proprietors, haulage contractors and gramophone dealers heretofore carried on by Fred Ward and Frances Ward at Thornton, Bradford, as "F. Ward." The directors are: Fred Ward, Mrs. Frances Ward (both permanent, subject to each holding ten shares). Registered office: 99, Market Street, Thornton, Bradford.

Hughes and Beattie, Ltd. (243,401).—Private Company. Registered October 30th. Capital £10,000 in £1 shares. Objects: To acquire the business of a livestock and general motor haulage contractor and of the Gilford Motor Vehicles Agency carried on by M. B. Hughes at Croft House, Wigton Road, Carlisle, as "Hughes and Beattie." The directors are: M. B. Hughes (permanent), Mary G. Hughes, E. F. Jackson, G. Dowell, J. Birkett. Registered office: Croft House, Wigton Road, Carlisle.

Kaye Transport Company, Ltd. (243,554).—Private Company. Registered October 31st. Capital £40,000 in £1 shares. Objects: To carry on the business of shipowners, carriers, etc., and to adopt an agreement with Kaye, Son and Co., Ltd. The first directors are to be appointed by the subscribers.

Blue Band Bus Services, Ltd. (243,535).—Private Company. Registered October 31st. Capital £8,000 in £1 shares. Objects: To carry on the business of proprietors and letters on hire of motor omnibuses, coaches, char-a-bancs, lorries, vans, wagons, etc. The directors are: J. F. Taylor, snr., J. F. Taylor, jnr. (permanent).

W. G. Marriott & Son, Ltd. (243,580).—Private Company. Registered October 31st. Capital £10,000 in £1 shares. Objects: To acquire the business of a licensed and general lighterman, barge owner, custom house and shipping agent now carried on by W. G. Marriott, Jun., at 9/10, Redriff Road, Rotherhithe, S.E., as "W. G. Marriott and Son." The directors are D. W. Marriott, W. G. Marriott, Jun., and W. H. Marriott. Registered office: 9/10, Redriff Road, Rotherhithe, S.E.16.

Mortgages, Charges and Satisfactions.

W. & J. Williams, Ltd.—Particulars filed of £1,000 debentures authorised September 5th, 1929, charged on the Company's undertaking and property, present and future, including uncalled capital, the whole amount being now issued.

Eniway Motor Tours, Ltd.—Particulars filed of £1,000 debentures authorised September 12th, 1929, charged on the Company's property, present and future, including uncalled capital, the whole amount being now issued.

Henry Green & Son (Haulage Contractors), Ltd.—Particulars filed of £4,000 debentures authorised October 1st, 1929, charged on the Company's property, present and future, including uncalled capital, the whole amount being now issued.

John M. Macgregor (Cartage), Ltd.—Mortgage debenture dated October 5th, 1929, to secure all moneys due or to become due to the chargees, charged on the Company's undertaking and property, present and future, including uncalled capital. Holders:—City of Liverpool Investment Company, Ltd., 6, Chapel Street, Liverpool.

Cook's Safety Coaches, Ltd.—Two debentures dated October 9th, 1929, to secure £2,176 11s. 10d. and £806 0s. 5d. respectively, charged on motor coaches and other vehicles, licences, licence duties, goodwill, book and other debts and moneys owing to the Company. Holders:—Johnson Neal, Ltd., 327, Harrow Road, Paddington, W., and Mrs. E. M. de Cardi, 1, Gunnersbury Avenue, Ealing.

C. Balch & Company, Ltd.—Debenture charged on the Company's undertaking and property, present and future, including uncalled capital, dated October 14th, 1929, to secure all moneys due or to become due from the Company to Barclays Bank, Ltd.

Associated Bus Companies, Ltd.—Debenture dated October 18th, 1929, to secure £3,000 charged on the Company's undertaking and property, present and future, including uncalled capital. Holders:—J. C. Mackenzie, Harmby, Boswell Street, Rotherham, and H. H. Granger, 3, Muskoka Avenue, Bents Green, Sheffield.

Marstons Road Services, Ltd.—Satisfaction to the extent of £700 on September 27th, 1929, of debenture dated March 5th, 1928, securing £4,000.

Bourne & Balmer (Croydon), Ltd.—Satisfaction in full on September 30th, 1929, of debenture dated June 21st, 1928, securing £2,000.

Receiverships (Appointment or Release).

A. Groombridge, Ltd.—A. J. Harper, of 35, Copthall Avenue, E.C.2, ceased to act as Receiver or Manager on September 30th, 1929.

Arthur Leach & Company, Ltd.—J. H. Jepson, C.A., of 18, Railway Road, Darwen, was appointed Receiver and Manager on October 10th, 1929, under powers contained in debenture dated July 27th, 1927.

Cook's Safety Coaches, Ltd.—A. H. Partridge, of 3, Warwick Court, Gray's Inn, W.C., was appointed Receiver and Manager on October 11th, under powers contained in debenture dated October 9th, 1929.

Transaerial, Ltd.—A. J. Harper, of 35, Copthall Avenue, E.C.2, was appointed Receiver and Manager on October 14th, 1929, under powers contained in debenture dated September 2nd, 1927.

NOTICES

The World's Carriers is published monthly, on the 15th of each month. Annual Subscription, including World's Carriers Year Book and Diary, £1 1s., post free.

Advertisement tariff sent on request.

The Editor, while promising to give prompt consideration to any articles, notes, drawings, or photographs submitted, disclaims all liability in connection with contributions sent in voluntarily. If a properly addressed and stamped envelope is forwarded, every effort will be made to return rejected contributions.

Books, pamphlets, prospectuses, and newspapers (the latter having any special item conspicuously marked) should be addressed to the Editor.

All remittances should be made payable to "The Carriers Publishing Company, Ltd.," Bangor House, 68 & 69 Shoe Lane, London, E.C.4, and crossed "Midland Bank, Ltd."

Telegrams: KARRIWORL, LUD, LONDON. **Telephone: CENTRAL 6068 (2 lines).**

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FOR THE INFORMATION OF OUR SUBSCRIBERS we have recorded the names of General Carriers, Furniture Removers, Motor Haulage Contractors, and Forwarding Agents in all parts of the world.

Any subscriber requiring the name and address of a carrier, motor transport contractor, furniture remover, or forwarding agent in any particular town can obtain the information by writing us and enclosing a stamped addressed envelope.

FREE INFORMATION COUPON.

Information and advice can be obtained relating to Road Transport matters and concerning Motor Vehicles such as Buses, Lorries, Steam Wagons, Delivery Vans and Tractors.

"THE WORLD'S CARRIERS."

Information Bureau Coupon.

NOVEMBER, 1929.

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The
World's Carriers
AND
Carrying Trades' Review
A MONTHLY RECORD OF THE CARRYING TRADES OF THE WORLD.

VOL. XXVI.—No. 303. DECEMBER 16, 1929. [ANNUAL SUBSCRIPTION, £1 1s. (INCLUDING YEAR BOOK AND DIARY).

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The Road Traffic Bill.

With commendable promptitude the Government have introduced the Road Traffic Bill, and it has already passed its second reading in the House of Lords. Nothing is more disastrous to trade and industry than suspense, and for two years road transport has been in this dangerous position. The previous Government printed and issued a Draft Bill for the consideration of those directly interested more than two years ago, and naturally both manufacturers of motor vehicles and users at once attempted to foresee the trend of legislation. Nothing came of this step with the exception of the appointment of the Royal Commission on Transport. This body is to be congratulated upon the speed with which it has produced two reports, and the Government is to be congratulated on the rapidity with which they have produced their Bill, which Lord Russell, in introducing it into the House of Lords, described as a Bill founded on the Draft Bill, the comments and observances received upon it, and the two reports of the recent Royal Commission moulded into one coherent whole. The two reports dealing with the control of road traffic and the licensing and regulation of public service vehicles were thoroughly discussed at the Conferences held at Olympia during the Commercial Motor Transport Exhibition, and full reports of these Conferences appear in this issue. The Conferences of the Omnibus Owners' Association and the Motor Hirers' and Coach Services Association dealt exhaustively with the question of passenger vehicles, and the Commercial Motor Users' Association dealt fully with the control of road traffic, and we commend these reports to our readers. It is, therefore, not necessary for us to publish even an abstract of the Bill, but the more one considers it the less are those interested in public service passenger and goods carrying industries inclined to give it their blessing. It does appear to us a Bill for the private motorist rather than for those who have to earn their living by road transport. There is nothing in the Bill to make it easier for road transport concerns to operate, in fact, if it passes into law the small user will most certainly be squeezed out of the business—we refer more particularly to the passenger transport side of it. It is proposed in Part 5 of the Bill to give local authorities powers to run passenger vehicles both in and out of their own districts by agreement with adjacent authorities. The expression "local authority," it is explained, means the Council of a County, County Borough or County District. The proposal requires the most careful consideration, particularly by small operating firms, as, obviously, it is their welfare which would be most endangered. That part of the Bill relating to the licensing of public service vehicles is also most important from the small users' point of view, as there is direct relationship between it and the powers it is proposed to confer on local authorities to run vehicles outside their own areas. It must be remembered that there are very few local authorities of any importance, except County Councils, which are not now running their own services, and there is continual friction between them and private undertakings with regard to licensing. Since one of the objects of the Bill is to reduce competition, it is very obvious that these local authorities would use their power through the proposed district traffic commissioners to squeeze out the private user. It would appear that it would be only reasonable for the Bill to contain a clause for the protection of the small user in order that his business may not be ruined by the arbitrary method of refusal to grant annual licences. Long distance coaching also will be worked under difficulties, as it is proposed to give local authorities powers to make orders regarding the routes to be followed and as to stands and stopping places for such vehicles within their area. Clearly the tendency of the Bill is towards centralisation of control of passenger services, which may ultimately develop into either monopoly or nationalisation, two of the worst enemies the public can have, as they mean stagnation in the matter of improvement of vehicles as well as poor travelling facilities. The proposed speed limits also are retrograde, as they will decidedly handicap the development of road transport. It would almost seem that our governing bodies are ignorant of the fact that the motor

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vehicle of to-day is a superb piece of mechanism, capable of speeds unattainable by any other class of vehicle used for land transport. Do they not realise that stupid legislation of this description is not only handicapping a great industry but it is actually handicapping the entire trade of the country and, indeed, of the Empire? These speed limitations and the differentiation between vehicles are nothing less than old womanish proposals. If carried into effect they will increase the danger of the road and reduce the efficiency of the vehicles. The maximum speed for the motor coach is 30 miles per hour—30 miles per hour for a vehicle easily capable of 60 miles per hour! Many motor cars habitually exceed this speed, and if the 30 mile per hour speed limit is observed all other road traffic will be either held up or the cutting in danger will be increased. Another absurdity of the Bill is that whilst 30 miles per hour is considered not a dangerous speed for vehicles laden with passengers, it is dangerous for vehicles laden with goods, unless the vehicle weighs less than 2½ tons. If the goods vehicle weighs not more than 2½ tons unladen it may travel at 30 miles an hour. If it weighs more than 2½ tons, 20 miles an hour is the proposed limit, or 16 miles per hour if drawing a trailer, these speeds being maximum speeds for vehicles fitted with pneumatic tyres. Five and eight miles per hour are the maximum speeds permitted for heavy and light locomotives respectively. These speeds might have been reasonable 25 years ago, but to-day they are absurd and as much out-of-date as the legislation the new Bill proposes to repeal. Another very serious clause is that which enacts that no driver shall remain on duty for any continuous period of more than five hours or for more than ten hours in the aggregate in any consecutive twenty-four hours. While it is generally recognised that the driver should not have to drive continuously for more than five hours, yet the ten hours on duty limit, if passed, would have a very serious effect on the goods-carrying road industry, because while the driver may be on duty at present for more than ten hours it does not follow that he is at work for more than half that time. The Government claims that the Bill is of a non-party character, but this does not mean that it is non-controversial, and the important associations connected with road transport in its various branches will fight strenuously to remove the objections which it contains.

Comment on Current Topics.

Public Ownership of Transport.

The subject of Transport is on everyone's lips and the chief topic of conversation not only in political circles but wherever business men are congregated. Not content with the introduction of the Road Traffic Bill, the Minister of Transport has now outlined in Parliament, although in a very nebulous form, his ideas for co-ordinating the whole of the passenger transport of London. The statement, which was authorised by the Prime Minister, was evidently intended to show the Government supporters that, having turned down and smashed the Bill which had almost passed through the previous Parliament to deal with the same subject, they had in their minds a much better and more comprehensive scheme of their own. As, however, the entire financial position has to be investigated, it is quite obvious that no Bill can be introduced for a long time to come. It is announced that the Government have retained Sir William McClintock, an accountant of high standing, to advise them on this side of the scheme. In the course of his statement, Mr. Morrison made use of a number of expressions which show that it is not the intention of the Government to nationalise transport as it had hitherto been understood, one expression he used being "the necessity for a single and simple form of public control." This statement is modified, however, by the further proposals that the principle of commercial management, in order to ensure vigorous business enterprise, is to be part of the plan. It is stated that the Government have in view a similar authority to the Metropolitan Water Board or the Port of London Authority. If this is the case it is certainly a far better arrangement than placing the transport of London in the hands of a Government Department with bureaucratic control, but, however, this may be, the crux of the matter seems to lie in that statement that the present interests are to be substituted by a single and simple form of public ownership. The great aim seems to be to eliminate competition and in this way to reduce the number of vehicles on the streets, and thus reduce congestion, but we are convinced that any such scheme will require most careful watching, as the elimination of competition inevitably results in monopoly, and finally in nationalisation as the ultimate outcome.

International Federation of Commercial Motor Users' Associations.

We give in this issue some brief particulars of a very important Conference, held last month in Paris, attended by associations of commercial motor users from seven countries on the Continent of Europe and from this country. At this Conference it was decided to form an International Federation of Commercial Motor Users' Associations, and we welcome this decision as tending to strengthen the position of road transport and because it forms an important link between the different countries by means of which difficulties can be considered and experiences can be exchanged and joint action taken as regards international transport. A number of important matters was considered and an auspicious start was made with what should prove a most valuable organisation.

The Washington Convention.

At the Conference of the Motor Hirers' and Coach Services Association, held at Olympia during the Commercial Motor Transport Exhibition, the secretary, Mr. R. P. Bailey, spoke about the Washington Convention and its probable effect on the road transport industry. We commend this report to the careful attention of all our readers who are concerned with road transport, in order that they may realise in time the need for effective intervention to see that road transport is treated as an exceptional trade and receives special consideration should the Washington Convention be put into operation. In this connection a Conference has been held between members of the Government, the Railway Companies and the Railway Trade Unions to discuss the matter as it affects the Railway Companies. Both the Companies and the Trade Unions were in agreement that the Convention as it now stands, could not be applied to railway work without producing chaos, and it is quite clear that the same criticism applies to the road transport industry, particularly that section which is concerned with long distance traffic. For instance, a driver may have to take his vehicle to a distance entailing three hours driving. He may then have to stand by for a number of hours while his vehicle is being unloaded and loaded up again and then have another three hours return journey, thus out of twelve hours time he would be working for six

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hours and standing by for six hours. This is only a typical instance of road transport work. We understand that the interests involved are taking action in the matter, and it is well that all who are concerned and will be affected by such legislation should throw their weight into the balance and help the association to which they belong to protect their interests.

Rail and Bus Combines.

The co-ordination of road and rail transport has been proceeding apace during the past month, and a statement recently issued by Tilling & British Automobile Traction, Ltd., shows that the railway companies have now a strong financial interest in passenger undertakings, covering practically the whole of the Provinces. Sir Josiah Stamp, in giving evidence before the Royal Commission on Transport, dealt at length with this development and stated that while the railway companies owned among them in 1928 a total of 348 passenger motor vehicles, they were now directly interested in a fleet of approximately 8,000 vehicles. He stated that the railway companies had decided to become partners, so to speak, with existing undertakings rather than embark on an extensive road transport system of their own, which meant investing large sums of money, with a possibility of loss, and increasing the congestion on the roads. In addition to these arrangements, the railway companies have acquired a number of road transport undertakings out and out and have also made arrangements with one or two Municipal Corporations to take a substantial interest in their undertakings. It is stated that the various organisations will be under the same control and management, but it is quite evident that considerable modifications will be made in their working arrangements in order that road and rail transport services may be co-ordinated and work together, rather than in competition.

Notes and News.

Presentation Luncheon to Mr. Victor Brown, J.P., C.C.—On Friday, November 29th last, an interesting luncheon took place at Guildhall, the guest of honour being Mr. Victor Brown, the late Chairman of the Police Committee of the Corporation of the City of London. Mr. George H. Heilbuth, the present Chairman, presided, and the Lord Mayor and Sheriffs were present, and among a number of distinguished guests were Viscount Reading and Viscount Brentford. The Chairman, in a happy speech, speaking in high terms of the work done by Mr. Victor Brown during his year of office, made a presentation to him. This took the form of a beautiful ladies' wardrobe, and as it could not be given actually, a photograph was handed to Mr. Brown. A number of interesting speeches were made, including those by the Lord Mayor, Lord Reading and Lord Brentford.

MR. VICTOR BROWN, J.P., C.C.

L.N.E.R. Appointment.—Mr. O. H. Corble, whom we had the pleasure of meeting when we were in Newcastle recently, has been appointed Assistant to the Goods Manager, North Eastern Area, L.N.E.R., his headquarters being at York. Mr. Corble, who up to now has been Assistant District Goods Manager at Newcastle-on-Tyne, entered the service of the Great Northern Railway in 1908 and became Chief Clerk in 1921. After the groupage of the lines into the London & North Eastern Railway he was transferred to the Chief General Manager's Office and took an active part in an enquiry into the superannuation and pension funds of the company. During the War Mr. Corble held a Commission in the Royal Navy and served in destroyer flotillas both in the North Sea and the English Channel.

MR. O. H. CORBLE.

Great Western Railway Appointment.—Mr. S. B. Collett, of the Solicitor's Department, has been appointed Assistant Secretary of the Great Western Railway Company. Mr. Collett was educated at Bishop's Stortford College and was then articled to a firm of solicitors in Peterborough. During the War he served in the Royal Flying Corps, afterwards the Royal Air Force, proceeding to France in 1916 and attaining the rank of Captain. After the war he resumed his legal studies and became a member of the legal profession in March, 1922. He joined the Great Western Railway Service that year as a solicitor, and his legal experience will be of the utmost value to him in his new and important position.

MR. CYRIL M. PLANE.

Richard Garrett Appointment.—Richard Garrett & Sons, Ltd., of Leiston, have appointed Mr. Cyril M. Plane as Sales Engineer in connection with their Electric Trolley Bus business. Mr. Plane has been closely connected with the development of the Trolley Bus since its inception. He has had considerable experience not only in the design and manufacture of these vehicles, but also in superintending their installation.

Councillor F. G. Bristow.—Congratulations to Mr. F. G. Bristow upon his election unopposed as a member of the Westminster City Council for the Pall Mall Ward. Mr. Bristow's wide experience and great abilities should be of particular value to the Council and we congratulate this important body upon this addition to their strength. Mr. Bristow, who is General Secretary of the Commercial Motor Users' Association, is a Barrister-at-Law, a Fellow of the Chartered Institute of Secretaries and a Fellow of the Royal Statistical Society. He is also a Foundation Member of the Institute of Transport and the Institution of Automobile Engineers.

Obituary.—We regret to announce the death with tragic suddenness of Mr. Alec Jones, of Messrs. Jays, Southampton. Mr. Jones only took up an appointment as manager with Messrs. Jays a few days before his death. He was formerly

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connected with the Pontypridd Furnishing Company, of Pontypridd, and was a valued member of the South Wales Centre of the Furniture Warehousemen and Removers Association, being for two years Chairman of the Centre.

Heavy Industries Fair.—In more marked degree each year the Heavy Section of the British Industries Fair becomes a national index of industrial enterprise. Not only will the 1930 display in Birmingham be of greater dimensions than ever before, but it is now evident that the new products to be introduced next February (17th to 28th) will be more numerous in proportion and cover a still wider range of industrial and domestic uses.

Great Western Railway Goods Department.—We have received from the Chief Goods Manager a copy of a new edition of their booklet dealing with the Country Cartage Services of the G.W.R. The booklet gives a list of stations from which lorry services operate at the present time, together with particulars of the collection and delivery charges for goods and parcels. The introduction states that these services are being extended so rapidly that it is anticipated that in the near future practically the whole of the territory served by the Great Western Railway will be linked up in this way. A copy of this booklet can be secured on application to the Chief Goods Manager, Paddington Station.

Fodens Visit Ferodo. — The Departmental Managers, Foremen and Staff of Fodens, Limited, Sandbach, visited Chapel-en-le-Frith recently and were entertained by Ferodo, Limited. During the afternoon a Bowling Match was arranged and played on the Ferodo

FODENS VISIT FERODO.

Green which resulted in a very close finish, the Home team scoring 310 against 293. Tea was afterwards served in the Works Dining Hall, and at the conclusion Mr. A. H. L. Thompson, on behalf of Fodens, Limited, made an appropriate speech expressing his appreciation of the very excellent reception, which was suitably responded to by Mr. Wm. Morris, Manager of the Manchester and Liverpool Offices of Ferodo, Limited.

Scammells and the New Ministry of Transport Order.—Speaking at the annual general meeting of Scammell Lorries, Ltd., Lieut.-Colonel Scammell referred to the recent order made by the Minister of Transport affecting articulated vehicles. He mentioned that representations had been made to the Minister by influential bodies as well as by his company, and there was now, he said, no fear that the order would be enforced retrospectively, although the whole matter was still under consideration. All vehicles affected by the order now in hand would be exempted, he said, whilst reasonable time would be given to clear existing stocks.

Commercial Motor Transport Exhibition.—The total paying attendance at the Commercial Motor Transport Exhibition, Olympia, was 64,802, representing an increase of 25 per cent. on the figures for the 1927 Exhibition. A few copies of the Official Catalogue of the Exhibition, which comprehends the technical details and prices of the Exhibits, are available and may be obtained post free for 1/6, on application to the Exhibition Manager, Society of Motor Manufacturers & Traders Ltd., Olympia, Kensington, W.14.

Institute of Transport. Forthcoming Meetings.—There will be an ordinary meeting of the Institute of Transport, at the Institution of Electrical Engineers, London, at 5.30 p.m. on January 13th next, when Mr. Ashton Davies, O.B.E. (former Member of Council), will read a paper entitled "The Co-ordination of Transport." There will be a meeting of the Newcastle-on-Tyne and District Section at the Y.M.C.A., Blackett Street, Newcastle-on-Tyne, at 7.30 p.m., on January 10th, when Mr. F. V. Wallis will speak on "Some Road Transport Problems."

Toy Balloon's Trip.—Three thousand miles across Atlantic from Manchester. A girl in Ontario, Canada, has found a Macinlop balloon which was released at Manchester in June. The balloon must have averaged about 1½ miles an hour on its 3,000 miles flight over the ocean. Another balloon released at the same time was found in Berlin, after travelling 650 miles, and a third landed at Maidstone, Kent.

Avon Tyres.—Recently Mr. Greenslade, of W. A. Greenslade, "Economy Trailers," Thomas Street, Bristol, accomplished the feat of driving a 14 h.p. Armstrong Siddeley touring car, with one of the firm's latest trailer horse boxes attached, from Beverley (Yorks) to Kelso (Scotland) and back in one day. The distance covered was 380 miles and the load consisted of two passengers in the car and Mr. E. V. Stephenson's Pasadina II. with groom in the trailer. The mare ran third in her race. Heavy rain was experienced all the way up and for 100 miles on the return journey. The car was equipped with Avon 765 x 105 tyres, and the trailer with Avon 5.00/20" (29 x 5.00).

An Unusual Load.—We illustrate an A.E.C. 6-tonner—one of a fleet operated by J. Deamer & Son, of Hitchin, Herts.—carrying an unusual load. This is a four-ton railway carriage body which had to be removed a distance of four miles. Although the loading of this presented no undue difficulties, setting it down in the middle of a field

A.E.C. 6-TONNER, ONE OF A FLEET OPERATED BY J. DEAMER & SON, CARRYING AN UNUSUAL LOAD.

called for considerable ingenuity. It was finally accomplished by tying one end of the carriage to a tree, propping it up with a pile of timber, and then drawing the lorry away until the other end of the carriage just rested on the end of the tailboard. This was likewise supported by a timber pile, the lorry driven completely away, and the carriage then lowered to its permanent bearers by means of jacks.

Motor Boats—Uruguay.—His Majesty's Consul-General at Montevideo reports that it is proposed to grant a concession for the establishment and operation of a motor boat service between the towns of Colonia and Buenos Aires. The notice (in Spanish) inviting tenders for this concession can be seen by interested firms upon application to the Department of Overseas Trade, 35, Old Queen Street, London, S.W.1. Reference No. A.X.8865 should be quoted.

National Horse Association of Great Britain. — At a recent Council Meeting of the National Horse Association of Great Britain, held at 12 Hanover Square, London, it was resolved to institute the award of a Gold Medal and illustrated certificate in all cases where great gallantry was exhibited in saving or attempting to save equine life. It was decided to award the first Gold Medal to Miss Queenie Brown of Tottenham, who recently rescued her pony from fire after dashing through flames into the stable. The Association has recently issued a statistical pamphlet on horse costs, which is available to all enquirers. The President stated that in view of the gratifying increase of membership and interest in the Association, a special Committee had been formed to nominate a President annually, and to recommend new members of the Council, thus ensuring that all horse and pony breeders and those in any way interested in the horse, should be represented on the Council.

National Pony Society.—Lieut.-Col. R. E. Cecil, D.S.O. (President), took the Chair at a recent Council Meeting of

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the National Pony Society. The Chairman announced that the next National Pony Show would take place on Friday and Saturday, March 7th and 8th, 1930, at the Royal Agricultural Hall, Islington. Four new members were elected.

Automobile Electrical Association. — The Automobile Electrical Association, a new trade association, has been inaugurated in the interests of Automobile Electrical Service in Great Britain and Ireland. Membership is open to electrical repairers, but it is intended more specifically for the benefit of those who are interested in the servicing and repair of automobile electrical equipment. This is obvious from the conditions of membership, it being a rule that the Association shall be confined to those whose business is mainly that of servicing the electrical equipment of automobiles and other electrical services, but not engaged in the repair of engines, chassis or coachwork. Those of our readers who are interested should communicate with the Secretary, Automobile Electrical Association, 2 Tichborne Court, High Holborn, London, W.C.1.

The Hunters' Improvement and National Light Horse Breeding Society.—The Earl of Harewood (President) took the Chair at the Council Meeting of the Hunters' Improvement Society on November 14th, and proposed the election of 33 new candidates to the membership. Sir Henry Hoare, Bart., stated that the next Hunter and Thoroughbred Show would be held at the Royal Agricultural Hall, Islington, London, on March 4th, 5th, and 6th, at which the War Office would provide 15 classes for the exhibition of thoroughbred stallions competing for King's and Super Premiums to travel the country in 1930, and the Hunters' Improvement Society would offer 14 classes for Hunter young stock and riding horses.

A.E.C. Activities.—Amongst the orders received for their new range of passenger models, the Associated Equipment Company, Ltd., of Southall, announce a contract from the East Surrey Traction Co., Ltd., for 42 95 h.p. 6-cylinder "Regent" double deck bus chassis, and 18 95 h.p. 6-cylinder "Regal" single deck coach chassis. They have also been favoured with a contract from Messrs. Autocar Services for 18 "Regent" double deck bus chassis, and 10 "Regal" single deck coach chassis.

Change of Address.—The new works of Latil Industrial Vehicles Ltd. are at 11, Albert Embankment, London, S.E.11. The telephone number is Reliance 3337 (2 lines) and the telegraphic address is "Latiloads, Lamb, London."

New Zealand.—Steam Winch and Boiler.—His Majesty's Trade Commissioner at Wellington (Mr. L. A. Paish, O.B.E.) reports that the New Zealand Government Public Works Department is calling for tenders, to be presented in Wellington by the 28th January, 1930, for the supply and delivery of one steam winch and boiler for pile driving and general haulage work. Firms desirous of offering plant of British manufacture can obtain further particulars of this call for tenders upon application to the Department of Overseas Trade, 35, Old Queen Street, London, S.W.1. Reference number A.X. 8792 should be quoted.

A Useful "Commer."—We illustrate a 30-cwt. "Commer" delivered recently to a firm of Builders and

THE 30-CWT. "COMMER" REFERRED TO IN TEXT.

Contractors by Commer Cars, Ltd., of Luton. A drop-sided body with 12 in. sides it has a gantry with loose pegs on top rail. The appearance of this vehicle is very striking.

Night Assistance for Motorists.—Members of the Automobile Association are reminded that up-to-date information concerning roads which may be flooded, or districts in which fog is prevalent, can be obtained from the 24-hour Emergency Service maintained at the London A.A. Headquarters. Members in trouble on the road or in need of emergency assistance can obtain such help by 'phone (Regent 8000).

International Federation of Commercial Motor Users' Associations.

AT a meeting of delegates, representing commercial motor users' associations throughout Europe, held in Paris, on November 19th and 20th, it was unanimously decided to form an International Federation, to be called The Federation Internationale des Transports Commerciaux Automobiliers.

The countries represented were:—Austria, Belgium, France, Germany, Great Britain, Holland, Spain, and Switzerland. The delegates from the Commercial Motor Users' Association of Great Britain, were Mr. Geo. Monro, C.B.E., President; Mr. C. le M. Gosselin, President-elect; Mr. F. G. Bristow, F.C.I.S., General Secretary; and Mr. G. Arluison.

The meetings were presided over by Mon. Chas. Blum, President of the French Association, and a number of important questions were discussed at the second meeting, after having been handed to various delegations for consideration. These questions comprised—Railway Competition; Circulation over Frontier Regions; Standardisation of Chassis Sizes and Containers for different kinds of Goods; Various kinds of Fuel; Customs Questions; Drivers' Licences; Taxation of Commercial Motor Vehicles; Study of Tyres in Relation to Speed and Load.

It was resolved that the official headquarters of the International Federation should be in Paris, and Mr. Kundig (Switzerland) was elected the first President with three Vice-Presidents to be chosen from delegates from France, Holland and Spain, together with a Treasurer to be appointed by the French delegation. It was agreed that the governing body should be made up of the officers, together with one member from each country with a membership of less than one thousand, and two members where such organisations had upwards of a thousand members.

The social side of the Conference was not overlooked, and after the first meeting, a reception was held at the Palais de Luxembourg by Senateur Clementel. In the evening, the delegates attended a dinner under the presidency of Mon. Chas. Blum, and Mr. Geo. Monro responded to the toast of "The Guests."

At the conclusion of the Conference, Mr. Geo. Monro moved, on behalf of the Conference, a vote of thanks to Mr. Kundig, President of the Federation, for the way he had conducted the proceedings, and to Mon. Chas. Blum for organising the Conference and for the hospitality extended to the delegates.

At a subsequent meeting of the National Council of the British Commercial Motor Users' Association, it was decided to become a member of the International Federation.

Railways and Omnibus Companies.

A Far-Reaching Agreement.

THE following statement has been issued by Tilling and British Automobile Traction, Limited:—

The arrangements foreshadowed in July between main line railways and the largest group of omnibus companies in the provinces, have now been carried through. Standing joint committees to settle various matters relative to the co-ordination of road and railway traffic are to be set up at once in each district and the relative railways will acquire a substantial, though not a controlling, interest in each operating omnibus company.

The group at present controlled by Tilling and British Automobile Traction, Limited, together with certain companies controlled by British Electric Traction Company, Limited, to which the above statement refers, covers practically the whole of the provinces in England, together with parts of Wales and Scotland. Approximately 7,500 omnibuses are involved.

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Bills in Parliament.

Applications to the Minister of Transport, etc.

FROM the viewpoint of the transport industry in London, obviously the recent announcement by the Government of the proposed co-ordination of London traffic undertakings overshadows in importance all other measures likely to be considered by Parliament in the forthcoming Session. No details of this scheme (which is to replace the London Traffic Bills dropped in July last), will be available for some time, but particulars are available of numerous Private Bills and applications to the Minister of Transport which affect the industry directly or indirectly.

There is a special Bill for enabling the London County Council to construct the much-discussed "Charing Cross Bridge," and incidentally to construct a temporary bridge, to abandon and remove certain existing tramways and to construct and work other tramways.

The London County Council (General Powers) Bill includes provisions for the extension of time for completion of widenings and improvements authorised by the Mall Approach (Improvement) Act, 1914, and the L.C.C. (Tramways and Improvements) Act 1920.

The Lancashire County Council seeks power to constitute a "Traffic Board" and "Area Committees," with powers to licence public service vehicles carrying passengers on roads or certain roads, within the county, and the drivers and conductors thereof; to prohibit the running of public service vehicles within the County without such licence, to attach conditions (including age, capacity to drive and adequate insurance) to any licence, to prohibit public service vehicles being left unattended, and to make various regulations concerning such vehicles.

The Manchester Corporation (General Powers) Bill includes certain provisions relating to the Eastern By-pass Road.

Darlington Corporation desires to make provisions as to fees in respect of property lost in transport vehicles.

Sheffield Corporation asks for power to provide a motor omnibus station for the use of the Corporation and other omnibus proprietors, and to make charges therefor. Coventry Corporation seeks somewhat similar powers.

The Cardiff Corporation Bill includes a provision for payment of compensation for damage to public lamps, etc. Bootle Corporation seeks further powers for the prevention, removal or mitigation of unreasonable or unnecessary noise.

The Southern Railway asks that station premises of the Company shall be deemed to be a street or place for certain purposes of the London Hackney Carriage Act, 1831.

The G.W.R. and certain London Underground Railways seek to apply Section 35 of the London Hackney Carriage Act, 1831, to station premises.

The Essex and Kent County Councils jointly seek power to construct and maintain a tunnel under the Thames, with approaches, from Purfleet to Dartford, and to charge tolls on traffic through or over the same.

Liverpool Corporation wants to construct new tunnels for road and tramway communication between certain points.

Proposals for new bridges (some with opening spans), are put forward by the Middlesbrough Corporation and Durham County Council (jointly), Stockport Corporation and other bodies.

There is also a scheme for extending the existing quay embankments, with a bascule bridge, in Weymouth and Melcombe Regis Harbour.

The Southern Railway asks for confirmation of an agreement with the Kent County Council relating to opening a bridge over the River Swale and freeing such bridge from payment of tolls.

The construction of a new quay on the River Ouse at Kings Lynn, and the levying of tolls and charges in connection therewith, are contemplated by the King's Lynn Docks and Railway Co.

The Middlesex County Council asks (*inter alia*) for authority to make and carry into effect an agreement with the Grand Union Canal Co. with reference to the completion of the North Circular Road across the company's canal at Stonebridge Park, Ealing.

Southampton County Council seeks power to acquire the Burlesdon Bridge and Roads, and to take or discontinue tolls and charges in respect thereof.

The Bournemouth-Swanage Motor Road and Ferry Co., asks to be empowered to construct a bridge, with approaches, from Studland to Parkstone, to control the user of the bridge and the traffic thereon, to levy tolls and charges, to discontinue the ferry service, etc.

Rotherham Corporation proposes to make further provisions with reference to public weighing machines, with penalties against persons committing, assisting in or conniving at fraud.

Many public authorities and other bodies seek powers which, on account of the exigencies of space, cannot be set forth in detail here, but the general nature of all or some of the powers desired is indicated in the following table:—

Powers sought (either new or in addition to or in extension of existing powers).	Name of Authority or body.
To run motor or other omnibuses in and/or beyond their respective areas.	Birkenhead; Bournemouth; Brighton; Burnley; Bury; Chester; Dearne District; Hull; Lancaster; Leeds; Leicester; Llanelly, etc., Elec. Supply; Manchester; Newport (Mon.); Prestwich; Rochdale; Rotherham; Salford; Southend; Stockton-on-Tees; Stoke-on-Trent; Walsall; W. Bromwich; Yorkshire Traction Co.
To run trolley vehicles in and/or beyond their respective areas.	Birkenhead; Bournemouth; Brighton; Dearne District; Derby; Hastings Trmwys; Hull; Leicester; Liverpool; Llanelly, etc., Elec. Supply; London United Trmwys; Maidstone; Newport (Mon.); Nottingham; Portsmouth; Rotherham; St. Helens; Southend.
To construct or work tramways, new or acquired.	Leeds; Walsall; Wednesbury; West Bromwich.
To abandon all or part of their existing tramways or light railways, with or without substitution of motor omnibus or trolley vehicle services.	Bournemouth; Brighton; Derby; Leicester; Liverpool; Llanelly, etc., Elec. Supply; London United Trmwys; Manchester; Newport (Mon.); Nottingham; Portsmouth; Prestwich; Rochdale; Stockton-on-Tees; Walsall; Wednesbury; W. Bromwich; Yorkshire Traction Co.
To restrict or prohibit competitive running of omnibuses or other services.	Birkenhead; Cardiff; Dearne District; Derby; Hasting Trmwys; Hull; Leicester; Llanelly, etc., Elec. Supply; Nottingham; Prestwich; Rochdale; Rotherham; Southend; Stockton-on-Tees; Stoke-on-Trent; Walsall; Yorkshire Traction Co.
To increase temporarily or to continue temporary increases in the statutory maximum charges, or otherwise to increase or alter charges affecting the transport of goods.	Gloucester Harbour; L. & N.E. Rlwy. (docks, etc.); L. M. & S. Rlwy. (docks, etc.); Maryport Harbour; Milford Docks; Shoreham Harbour; Southern Rlwy. (docks, etc.); Southwold Harbour; Warkworth Harbour.
To make or vary regulations for the control of traffic and/or for the regulation of Hackney carriages and other vehicles.	Birkenhead; Bournemouth; Herne Bay; Liverpool; Metropolitan Rlwy; Rotherham; Southport; Walsall; Wednesbury.

New Association.—An Association known as the Dearne Valley Motor Users' Association has been formed, with the object of organising the owners of local passenger transport undertakings. Mr. Hubert Burrows, of Wombwell, has been appointed the first president.

Street Accidents Conference.—Mr. Herbert Morrison, the Minister of Transport, is calling a conference on the question of street accidents in London. The conference, which will be public, will meet on January 14th, and will probably last two days. Mr. Morrison will preside.

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Control of Traffic on Roads.

C.M.U.A. discuss the First Report of the Royal Commission on Transport.

The Commercial Motor Users' Association held a Conference at Olympia, London, on November 13th last, when the First Report of the Royal Commission on Transport, dealing with the control of Traffic on Roads, was under discussion.

Mr. Geo. Monro, C.B.E., M.Inst.T., the President of the Association, presided, and said that the Report had been before the Council of the C.M.U.A. and the majority of the proposed regulations did not seem contrary to the policy of the Association. There were certain proposals, however, to which they could not agree.

Mr. E. S. Shrapnell-Smith, C.B.E., who opened the discussion, said that despite the admitted seriousness of highway accidents, he contended that, even more than the horse ever was, the motor vehicle was man's best friend. Accident ratios would decrease, as they had done in America, and motor developments generally would increase. It was most of all due to the extended use of commercial motors both for goods and passengers that our country and Empire were being opened up to the people as a whole.

The National Council had considered the thirty recommendations contained in the first report and had accepted twenty, and of the remaining ten they could agree to five subject to slight amendment.

With regard to some of the agreed recommendations he would like to say something. Recommendation number IX dealt with the question of being drunk whilst in charge of a car, and when he gave evidence for the C.M.U.A. before the Royal Commission he was requested to bring to the notice of the Commissioners that the C.M.U.A. suggested that this should be allowed to read "drunk while driving or attempting to drive." He was sorry the Commissioners had not embodied this in their recommendations, and he hoped that when the necessary Bill was being drafted an endeavour would be made to use the wording he suggested.

The Association agreed with recommendation XXIX that road authorities should provide footpaths, and he was sure that the C.M.U.A. would be prepared to support an extension of charges upon the Road Fund for their provision. No universal rule could be applied in regard to footpaths, but where possible on narrow roads they should be put at the top of the bank behind the hedgerow.

The five recommendations which were agreed to subject to slight amendment were Nos. VI, VIII, X, XII, and XXIII.

Recommendation No. VI was the dangerous driving clause. The penalties for dangerous driving showed a considerable increase, and it was proposed that in the case of a second or subsequent conviction the licence should be automatically suspended for a period of not less than six months. He thought they should ask that the question of the automatic suspension of a licence should be left to the discretion of the magistrates, and he would like to see the period of suspension reduced from six months to three.

Recommendation No. VIII said that any person organising or taking part in or conniving at motor racing or speed trials on a public road should be guilty of an offence. The Association thought that where racing or speed trials were allowed with official sanction, members of the Association who participated in them to the extent of taking char-a-banc parties to watch the races should be exempt from any question of being penalised for connivance.

Recommendation No. X was to the effect that prosecutions for dangerous driving and other offences should be invalid unless notices of prosecution had been given to the offender within a reasonable period after the commission of the alleged offence. The Association thought that notice should be given within fourteen days. The police, he knew, had special arguments to show that in some cases it was impossible for them to trace a man within fourteen days. In the case of a fatality a longer period might be allowed, but to have the risk of a prosecution being launched, say, five weeks after an alleged offence, except in very serious cases, was a question that should be taken further.

Part of Recommendation No. XII was to the effect that in the case of a goods vehicle which exceeded 2½ tons unladen weight or of a public service vehicle, a licence to drive should not be effective unless the holder of such licence was 21 years of age or over. Many drivers of eighteen knew enough and were old enough, but on the other hand they must consider the question dispassionately.

Recommendation No. XXIII dealt with the provision of car parks by local authorities, and the National Council agreed with the desirability of further car parks being provided, but they asked that the charges should be reasonable.

The five recommendations reserved for further consideration were Nos. V, XXII, XXIV, XXV, and XXVII.

No. V dealt with speed limits. He thought it was a matter of wide public interest to examine from every point of view the policy of allowing private cars and sometimes very heavy cars, not too well maintained, to have no speed limit and at the same time to impose upon the owners of motor omnibuses and coaches a maximum speed limit of 35 m.p.h., and even the lightest goods vehicles, i.e., not exceeding 2½ tons unladen weight and all wheels fitted with pneumatic tyres, were limited to 30 miles per hour. Those who travelled on the roads knew that the light and medium weight motor bus and motor coach kept ahead of one going from 35 to 40 m.p.h. and did less harm than if they were restricted to a speed which would necessitate an increase of cutting-in. The question of speed limits would be fought out in the interest of the public.

Recommendation No. XXII said that the Minister of Transport should have power to make regulations relating to the construction of vehicles, but questions relating to speed limits, maximum unladen weights and axle weights should be decided by Act of Parliament. The history of the development of commercial road transport, with which he had been identified for thirty-three years, undoubtedly proved that the industry had benefited by Parliament leaving to the discretion of the Minister anything in the nature of regulations as to axle weights and other technical matters, rather than to attempt to deal with them in the House of Commons.

Recommendation No. XXIV sought to make it an offence to leave a vehicle standing between the kerb and a white line, but what was to be done in the case of a tradesman whose shop happened to be on a white line corner? This matter would need further consideration.

Recommendation No. XXV dealt with the question of compulsory third party risk insurance, and the Association had reported that in principle they were in favour of it but it was realised how difficult the question was. For instance, the man in the street would think that with compulsory third party insurance, if there was an accident he would be paid in any event. It was not proposed, however, to alter the law concerning contributory negligence, and if a man was found guilty of contributory negligence he would not benefit.

Recommendation No. XXVII was to the effect that the Ministry of Transport should be enabled to make grants to highway authorities towards the cost of the erection of weighbridges, but the flaw here was that a driver of a vehicle over weight would go the other way. He remembered that some years ago a county council laid down a weighbridge and pulled it up again because drivers turned into side roads to avoid it.

When one looked at the terms of reference of the Royal Commission one read that the Commissioners were appointed to take into consideration the problems arising out of the growth of road traffic and with a view to securing the employment of the available means of transport to the greatest public advantage, and he felt that the Commission had kept their terms of reference well in view, and had endeavoured to frame recommendations which would permit those interested in road transport to develop and go ahead, and it remained for the Association, with their allied bodies, to see that when the time came for a Bill to be presented to Parliament the point was not missed that the object of the Royal Commission was not to diminish or hamper road transport but to develop it so that it could grow in the public interest and in the interest of the industry and agriculture of our country.

Major E. G. E. Beaumont, O.B.E., said that they wanted transport to develop unharassed by unnecessary regulations. At the same time users had to consider their responsibility in ensuring safe and efficient development. The figures given in the report regarding street accidents were rather a shock to him. They wanted to see the average speed of traffic increase, and it could

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increase safely as long as road customs generally were improved to suit new developments. He believed that much in the Report would help to effect improvements. Regarding the ascertainment of axle weights, it seemed that the authorities should overhaul their machinery as it ought not to be necessary for a vehicle to have to travel a considerable distance to enable the authorities to weigh it. A weighbridge was not the only way of ascertaining axle weights, and he suggested that it was quite possible for the Authorities to use some portable apparatus. In paragraph 66 the Commissioners stated that they approved of clause 13 in the Draft Road Traffic Bill which dealt with the method of calculating the weight of vehicles, but as the definition was drawn it still left open to dispute the question what was or was not a permanent part of a vehicle.

Mr. S. McAdam (Cadbury Bros., Ltd., Birmingham) said that the recommendation regarding compulsory insurance for third party risks was applicable to motor vehicles. He would like to see the word "motor" deleted and the provisions apply to all vehicles, including goods-carrying vehicles whether horse drawn or motor driven. He thought that the age at which a driver of a goods vehicle exceeding 2½ tons unladen weight would be allowed to drive should remain as now and not be raised to twenty-one years of age. With regard to automatic signal lights, there were only three colours in use at present and he thought that a fourth might be necessary for the guidance of vehicles wishing to move off to the right, i.e., cutting across the flow of traffic.

Mr. E. Graham Guest (McVitie, Guest & Co., Ltd., Edinburgh) said that with regard to the proposal that a compulsory inquiry should be held by the Minister of Transport in the case of accidents to public service vehicles involving death, already there was an inquiry in Scotland into such cases and in England they had a coroner's inquest. He thought there should not be a second inquiry. The Minister could be represented at a fatal accident inquiry in Scotland or at a coroner's inquest in England and that should be sufficient. As to speed limits for goods vehicles, was it possible for a driver to differentiate between 20, 16 and 12 miles per hour, and to pull a driver up for doing 20 miles instead of sixteen seemed to be ridiculous. Automatic light signals should not be put at the top of a hill as it was difficult for a horse or even a heavy lorry to get away when the all-clear was given.

Mr. G. Artlee (Samuel Allsop & Sons, Ltd.) said it was difficult for a road operator to keep his men in line with very stringent regulations, because when a man was out with a vehicle he alone was responsible for his own conduct, and if the regulations were so tight and there was a differentiation between speeds of 20, 16 or 12 miles an hour, the commercial vehicle driver would tend to slow down to avoid prosecution, and that would mean that commerce from a transport point of view would slow down and become uneconomic. He did not think that eighteen years of age was too young for driving heavy vehicles. The driver of eighteen had plenty of road sense and often had more safety and caution about him than many older men.

Mr. R. W. Royle (Co-operative Wholesale Society, Ltd., Manchester) expressed the opinion that it would be dangerous to have varying speed limits for different classes of vehicles. Regarding the excessive noise regulations, commercial motor users were being pestered as to alleged offences. They could not possibly keep milk cans from rattling, especially if they were empty. They had understood that milk cans would be exempt as they contained a commodity used in the ordinary way, but the police were prosecuting, and the difficulty was that the alleged offence might have been committed four or five weeks ago, and the man concerned might have left a firm's employ before the Court proceedings. The period within which a complaint could be made should be limited to seven days. As to car parks, many local authorities were placing them a long distance from the centre of business and drivers had to leave their goods in the park with perhaps nobody in attendance and go back into the town to make necessary arrangements and then go back and bring the vehicle into the town. Car parks should be in close proximity to the centre of the town Acetylene head lights had been found convenient and useful and better in fog than an electric light. The provision of weighbridges should not be a charge upon the Road Fund. If local authorities had to pay a certain proportion of the cost of building a weighbridge they would hesitate before putting so many restrictions upon the road user.

Mr. A. C. Norman (Southern Transport Co., Ltd., Brighton) said that undue restriction on the speed of goods carrying vehicles would have an adverse effect upon our export trade. Our vehicle manufacturers were about to make a big bid for the overseas market, and if heavy goods vehicles were restricted to 20 m.p.h. our manufacturers would be forced to build two types, one for use at home and another for service overseas, and they would see the same unhappy results now seen in regard to the private car market. It appeared necessary to press for higher speeds. It was suggested that questions such as speed limits should not be left to the discretion of the Minister of Transport but should be laid down by Act of Parliament. That was all right in theory, but if twenty miles an hour for heavy goods vehicles was embodied in an Act of Parliament they would be saddled with that speed for years. He hoped the Association would press for commercial vehicles fitted with pneumatic tyres to come under the 35 miles an hour category. As to leaving a vehicle standing between the kerb and the white line, in a number of the older towns there were business premises without a back or side entrance, and if it was an offence to leave a vehicle standing between the kerb and the white line in such circumstances, it would be a serious position for commercial operators.

Major-General S. S. Long, C.B. (Director, Lever Brothers, Ltd.) expressed the opinion that the differentiation between the speed of commercial and other vehicles should be removed. Notice of a prosecution for dangerous driving should be given within a reasonable period, but in cases in which someone had been injured it might not be easy to trace quickly the parties concerned. He might be driving along quietly and another driver might come along at an excessive speed round a dangerous corner and cause him damage, and it would be unfair if, because he could not discover the identity of the offender for a week or ten days, he should be prevented from taking action against him. Regarding the age of drivers, he thought that if they allowed a lad of eighteen to drive a heavy motor vehicle they were rather asking for trouble. Many young men of eighteen had a lot of road sense but there was a bit of the daredevil about others. He did not think that twenty-one years of age for a driver of a goods vehicle exceeding 2½ tons was on the wrong side.

Mr. Norman E. Box (Manchester) thought they had all rather missed the point, viz.: the trouble operators had to comply with the law. When a man made a road why could he not be compelled to make it fit to carry their vehicles? Half the accidents were caused through the dangerous state of the road. It should be an infringement of the law for authorities to make roads which did not meet requirements and were slippery.

Mr. J. R. Etheridge did not think that a man should hold a licence for driving a heavy vehicle unless he was twenty-one years old. A man under that age should be allowed to drive a vehicle up to 2½ tons only. He was in favour of third-party insurance, and also thought that one inquiry in a case of accidental death should be sufficient.

Colonel R. E. Crompton C.B., said that transport conditions varied from year to year and regulations made to-day might be out of date in a year or two. Instead of an Act of Parliament there ought to be established a permanent Board, something like the Central Electricity Board, to deal with transport questions.

Mr. J. H. Wort (Wort and Way, Limited, Salisbury) was of opinion that the police had ample powers, if they used them, to control traffic, and there was no need whatever for any speed limits. It seemed impossible to arrive at any definite conclusion as to when a man was drunk whilst in charge of a car. A man might very well be drunk without being incapable. With regard to the age for heavy goods vehicle drivers; during the war many drivers were sent overseas at the age of eighteen, and he could not see how the army was to carry on if men, enlisted at eighteen years of age, were not allowed to drive a three-ton lorry until they reached the age of twenty-one. With our short service system they would almost be out of the army before allowed to drive (laughter). With regard to car parks, if local authorities made a charge for the use of a park they should be responsible for the vehicles, and if anything was taken from a vehicle whilst in the park they should also be responsible. With regard to compulsory third-party insurance, he welcomed the proposal. With regard to Mr. Box's criticism of the roads, he thought the greatest difficulty was, not mistakes made by those local authorities who tried to give them good roads, but the backward authorities who did not take advantage of the good things offered them by the Ministry of Transport.

Mr. P. R. Turner (Thos. Allen & Son, Ltd., London) supported the criticisms made of the recommendations of the Royal Commission so far as the speeds of goods carrying vehicles were concerned. He thought it would

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be agreed that the law was brought into disrepute because it was generally disregarded and it seemed to him that the recommendations were, in many respects, so far behind the practice of the times as to be out-of-date before they were put into force. He earnestly requested the Association to press for the whole of the recommendations regarding speed limits for goods vehicles to be reconsidered in the light of modern practice.

Mr. C. le M. Gosselin (Managing Director, H. Viney & Co., Ltd., Preston) said the Royal Commission seemed to have taken a growing child and were endeavouring to fit it into a suit of clothes a size too small. That was not healthy, and he could not conceive any better way of damaging the progress of road transport than by following the recommendations, especially with regard to speed. He realised that the Royal Commission had a big task, but somehow he did not think they had hit the nail on the head exactly. A 30 cwt. lorry, fitted with solid tyres, could only go at 20 miles an hour, and yet a heavy goods vehicle, fitted with solid tyres and with 12 or 16 wheels and perhaps carrying 100 tons, appeared to be able to go at 16 miles an hour. Clearly it was not in the minds of the Commission to so burden the industry, and it was obvious that the recommendations required to be gone into very carefully.

Mr. R. E. Morley (Traffic Manager, Bryant & May, Ltd.) said it seemed to him to be important that such questions as speed limits, maximum unladen weights and axle weights should be left to the discretion of the Minister, and not fixed by Act of Parliament.

Mr. J. H. Stirk (Traffic Manager, Birmingham Co-operative Society, Ltd., Birmingham) said that in Birmingham if a motorist was stopped for some alleged offence he was always told by the constable that he would be reported for a summons, and whether a summons was eventually issued or not was a question for the superintendent of police. He (Mr. Stirk) was one of those fortunate or unfortunate individuals who had to sit in judgment upon his fellows, and he noticed that the Royal Commission approved of the proposal in the draft Road Traffic Bill to considerably increase the penalties for dangerous driving. He did not know whether the evidence of one policeman would be sufficient to prove that a man was driving dangerously, whilst that of two policemen would be required to prove that one was exceeding the speed limit. To be in the hands of one policeman to the extent of a fine of £50 or £100 was giving that policeman tremendous power. He suggested there should be corroborative evidence.

Sir William E. Lobjoit (a member of the Royal Commission on Transport) said that the chief business of the Commission was to consider what was to the public advantage, and not to consider what would be to the advantage of any particular industry, and it was public opinion, as expressed by votes, that would govern the matter. Though he was willing to say a few words by way of explanation or illustration, he was not there in any sense to defend the Royal Commission, whose report must stand for what it was, or what it was not. The report of the Royal Commission was not concerned with the drafting of clauses for a Bill. With regard to dangerous driving, no doubt the Bill, when presented, would contain some definition of dangerous driving, and as to corroborative evidence, the Bench of which he was a humble member was quite free to disbelieve a policeman or a force of policemen if they liked, and a case would depend upon the judicial capacity of the bench and their ability to decide upon the evidence before them.

Someone had charged the Commission with being inconsistent in regard to speeds when they differentiated between a vehicle carrying passengers and the same vehicle classed for carrying goods, but he would point out that before a vehicle could be licenced to carry passengers it must be constructed in a manner approved by the Ministry and must be subject to annual examination. This was not the case with goods vehicles, and it was possible for a goods vehicle to be on the road not so well prepared as was compulsory in the case of a passenger vehicle. As to leaving certain matters to the discretion of the Minister and making other regulations statutory, the idea in the minds of some of the Commissioners was that it would be better for the industry if certain matters were definitely defined by Statute so that manufacturers should know there was no fear of some sudden alteration which would cause designs to become out of date. It had been suggested that third-party insurance should apply to all vehicles, but he would like to know how it was to be done in the case of the farmer who did not need to licence some of his vehicles. Motor vehicles had to be licensed, and the report contained the proposal that any person applying for a licence for a vehicle should produce a receipt from an authorised insurance company showing that he was insured against third-party risks involving death or bodily injury. How they were to get people to be insured who did not require to be licensed he did not know. With regard to the proposal that there should be a compulsory inquiry by the Minister of Transport in the case of all accidents to public service vehicles involving death, he would point out that a coroner's inquiry was only concerned with the cause of death, and he thought that the inquiry as envisaged in the report would enable inquiries to be made as to the cause of an accident and that was outside the province of the coroner's inquiry. An inquiry such as suggested in the Report might be of great benefit to all users of the road, as well as to the designers and builders of vehicles. With regard to white lines, it was suggested that it should be regarded as an offence to leave vehicles standing between the kerb and a white line, qualified by the proposal that regulations should not come into effect until the location of white lines had been reconsidered by local authorities in conjunction with the Ministry, and only those authorised by the Minister were left.

The meeting terminated with a vote of thanks to the Chairman for presiding.

Road Fund Report.

THE Report on the Administration of the Road Fund for the 12 months ending 31st March, 1929, is now on sale. Copies (price 1/-) may be purchased directly from H.M. Stationery Office or through any bookseller.

The total receipts of the Road Fund from all sources, amounted to £21,298,300, as compared with £20,348,503 in the previous year.

The approximate number of vehicles for which licences were granted during 1928 was 2,036,000, and the approximate number of driving licences 2,527,000. The corresponding figures for the previous year were 1,898,500 and 2,349,900. It is estimated that the figures for 1928 represent one motor vehicle for every 22 persons in Great Britain, and one driving licence for every 18 persons.

The Report shows that the total length of the public highways in Great Britain is 179,095 miles. In 1918, the total length was approximately 177,000 miles, so that during the ten years since the war, over 2,000 miles of roads have been added to the nation's system of public highways. In addition to this increase in total length, many of the old highways have been extensively widened during the same period in order to give better accommodation to the ever-growing volume of traffic they are called upon to carry.

The present total length represents an average of a little over two miles of highway to each square mile of territory, and (on the basis of the estimated population in 1928) about 250 persons per mile of highway.

Bridge-works (including schemes for new bridges, as well as schemes for the widening, reconstruction and strengthening of existing bridges) approved during the year for grants from the Road Fund, numbered 408. Several bridges of the first importance were completed during the year, including two links in the Great North Road to Scotland—the Newcastle-Gateshead Bridge, and the Royal Tweed Bridge at Berwick. The former has the largest span of any arch in this country. The latter supersedes for through traffic the old narrow seventeenth century Berwick Bridge over the River Tweed.

The experimental work being carried out by the Ministry, in conjunction with the National Physical Laboratory, is dealt with in some detail. The object of the present experiments is to determine: (1) the effect of varying certain factors in the design and construction of concrete roads; (2) the conditions which give rise to the skidding of vehicles; and (3) the impact of vehicles on highways. Experimental sections of road have been constructed on the East Ham and Barking by-pass and the Barnet by-pass. A special experimental road is being constructed as a by-pass to the Colnbrook by-pass road, in the neighbourhood of which an experimental station is being erected.

Other subjects dealt with include the administrative action taken by the Minister under various Acts of Parliament, the construction of the Glasgow-Inverness Road, the Glasgow-Edinburgh Road and the Liverpool-East Lancashire Road, and the reconstruction of the Perth-Inverness Road, the results of the investigations into the causes of various road accidents carried out by officials of the Ministry, and the estimated revenue accruing to the Road Fund in the year 1929-30, together with a statement of the purposes for which it is proposed to make grants during that year.

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Institute of Transport.

Annual Dinner of the Manchester and Liverpool Section.

SIR JOSIAH STAMP, G.B.E., President of the London, Midland and Scottish Railway, made a striking speech on the necessity and objectives of co-ordination between road and rail transport at the annual dinner of the Manchester, Liverpool and District Section of the Institute of Transport, held at the Midland Adelphi Hotel, Liverpool, on November 29th.

Mr. C. le M. Gosselin (H. Viney and Co., Ltd.), presided over a company which included representatives of some of the principal goods haulage and passenger transport concerns in the South West Lancashire area, and also representatives of the railway companies.

Mr. W. Edwards proposed "The City and Corporation of Liverpool." He declared that the city was what the citizens made it. He believed they felt that the city was not what it ought to be and that frame of mind was undoubtedly helpful to those who had to administer their affairs. What responsibilities they had as citizens were also imposed on traders, who realised that the prosperity of the port depended upon the way its resources were employed. The new Mersey tunnel really developed through the enterprise of the Liverpool Corporation and the traders. The former set up the Co-ordination Committee and brought into line the different interests on both sides of the River Mersey. The port authority had always been most sympathetic to the traders interests.

The Lord Mayor of Liverpool (Mr. Lawrence D. Holt, J.P.), said that members of the Institute were, for the most part, engaged in domestic transport, whilst he, in his personal capacity as a shipowner, was somewhat deeply concerned with foreign transport, but as Lord Mayor of Liverpool, he was equally concerned with both. One and all depended for their well-being and their prosperity upon their expertness in transport.

"We are by essence a community of carriers. Thank God indeed, we have something to carry, and it is our job, above all other jobs to see that that carrying is well done."

Transport men were giving an invaluable service in helping to pursue the pure truth in these matters and to keep it free from external political matters and establish and consolidate the technique of their service. Those services were co-related to the responsibility of efficient and rational administration in the interests of the community at large. What impressed him more than anything else was the vital necessity of the co-relation of all transport interests. Let them have competition, by all means, a competition perfectly fearless and prepared to put whatever was out of date on the scrap heap, whoever's lot it was to go on the scrap heap, but not competition deliberately designed to destroy rivals. His view was that competition should go to the full lengths, but at the same time preserve perpetually the spirit of co-relation in matters of common interest. If they did not put common interests before sectional interests, the great days of this country were numbered.

The Vice-Chancellor of the Liverpool University (Dr. H. J. W. Hetherington, who submitted "The Institute of Transport," after alluding to the aims and objects of the Institute, said that the interests and welfare of the city and of the community in general, depended first, last, and all the time, on transport, which was a fundamental and primary necessity of civilisation. It was the medium for the exchange of commodities equally with the exchange of ideas, and was, therefore, the most universal of all occupations. Every form of industrial occupation was, in some respect, a function of transport.

Sir Josiah Stamp, G.B.E., responded. The Institute, he said, struck many outsiders as a very curious body that comprised people who did not hesitate to cut each other's throats in public, yet came together as a united body with one subject, one object, and one everything else, on such occasions as that. They were seeking to get a new equilibrium, an equilibrium that was economically valid in a field of progress where it seemed as if equilibrium was not possible, because of the risks of saying how long any particular state of affairs would remain before being superseded. Capital was much more precious to-day than it used to be, and it, therefore, behoved them to be most careful in its use. If the Institute of Transport could help towards the wise co-ordination of expenditure on capital outlays, it would deserve well of the community. There had been a lot of movement in the transport world, but not all bustle was progress towards the ideal of service at the least cost to the community. The uppermost problem of the moment was the co-ordination of road and rail transport. A little over a year ago, the railways were given powers to run road vehicles, and that time had been occupied by very strenuous work and a great deal of negotiation on the question of financial arrangements. It was open to them, of course, to spend large sums of money and to embark upon extensive road services, but that would have meant shouldering very great risks and adding to the further congestion of the roads. Conditions might have been quite different had road powers been granted to the railway companies eight or nine years ago. Much time had been spent in exploring various ways in which the interests of the different sections of the community could be reconciled. The time had been well spent because the arrangements were now practically complete for the co-operation between the leading firms on the roads and the railways. These would be carried out in detail by local officials in the various districts that knew the local conditions, and were able to get the best out of both systems. Consideration would be given to each local problem by men on the spot who, he believed, would be able to produce results that would be beneficial all round. The system would be responsive to all needs. Experiments would have to be made to ascertain what facilities were required not only to meet the public need, but to create it. So far as the railways were concerned, one often wished things were not as they were. The railways were tied down by physical conditions and heavy capital expenditure. It was not easy, for instance, to move a main line three quarters of a mile so as to link up a village, yet with the changes that were pending, it was possible that places now served by railway, would be less served by them in the future. That would give scope for road transport and leave the main lines a little clearer for fast traffic. There should be created an ideal of public service towards which all their aims and objects should be directed. Every action they took should bring them a step nearer that goal. It was not so much that they should run fast, as that they should travel in the right direction. Sir Josiah Stamp went on to speak of the contribution of the Institute of Transport in the solution of scientific problems of the day. He averred that there was a difficulty in getting young men of outlook and experience to tell the story of their own particular field. They were afraid of the criticism of superior officers who sometimes in big organisations had to draw the line of demarcation between matters of comment and matters of discipline. It was the rule of his company that contributions by officers should be seen by superiors, but no young man would get into hot water for simply using his brains. It might be necessary to cut something out of a paper, or perhaps suppress it entirely, yet it was recognised that the man was a tryer, and he would not suffer in consequence. In a final word, Sir Josiah Stamp said the Government's development schemes might provide some branches of transport with the means to serve the public without the tremendous financial risks which otherwise might be present, but no amount of benefit resulting from the immediate spending of money was any good, unless, in the long run, the scheme was self-supporting. Money must be spent wisely with the object of economic productivity.

Alderman James Sexton, C.B.E., M.P., J.P., proposed the toast, "Trade and Commerce."

Lieut.-Col. Albert Buckley, D.S.O., J.P., urged that what commerce needed to-day more than anything else on the part of the House of Commons, was first of all a sympathetic understanding of the difficulties that it had to contend with, and secondly, a sound financial policy encouraging stability in all conditions affecting trade.

Mr. R. C. Reynolds, O.B.E., in proposing "The Chairman," said that Mr. Gosselin was one of the oldest road transport contractors in Lancashire. That, in itself, was not necessarily a great virtue, but Mr. Gosselin conducted one of the most successful businesses in which he had demonstrated what road transport was capable of. He knew of no one more deserving of respect than their Chairman.

Mr. C. le M. Gosselin, who was cordially applauded when he rose to respond, thanked his colleagues of the District Committee for their loyal and unstinted co-operation, particularly Mr. David Halliwell, to whom he owed a great debt of gratitude.

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Furniture Warehousemen and Removers' Association.

Bi-Annual Meeting.

THE Bi-Annual Meeting of the Furniture Warehousemen and Removers' Association was held at the Imperial Hotel, Birmingham, on November 14th and 15th last. There was an excellent attendance.

Members and friends were the guests of the Midland Centre, and a hearty welcome was extended to all by the Chairman of the Centre, **Mr. F. W. H. Winwood** (Frederick Winwood, Ltd.), Worcester.

Mr. A. E. Millard (Robson & Sons, Ltd.), Newcastle-on-Tyne, the President of the Association, presided at the General Meeting, and after some formal business had been transacted an Extraordinary General Meeting was held to consider a resolution proposing a new scheme for constituting and electing the Executive Committee.

Mr. A. E. Knill (Pickfords, Ltd.), London, explained the scheme under which, he said, it was hoped to make the election of the Executive Committee more democratic. He reminded the members that the scheme originally proposed had proved unworkable and a Special Committee, set up to re-consider the matter, had drawn up special resolutions, copies of which had been circulated to all members. Under the new scheme there would be approximately the same number of gentlemen on the Executive Committee, as heretofore, drawn from the various centres and areas. those centres where the membership exceeded thirty being entitled to a second seat on the Executive, and so on for each additional thirty members or part of thirty. The Committee would be entitled to classify local centres into areas and those areas would be entitled to appoint members of the Committee on such basis as to numbers from each area as the Committee might from time to time consider equitable, having regard to the membership of the local centres comprised in such areas. In addition the resolutions provided that the President, Vice-Presidents, Past Presidents, Treasurer and Chairman of Sub-Committees and the President of the British Association of International Furniture Removers should be members of the Committee. In order to put the scheme into operation it was necessary that all members of the Committee, except *ex-officio* members, should retire at the close of the Annual General Meeting in 1930, but they would be eligible for re-election.

MR. A. E. MILLARD
(ROBSON & SONS, LTD),
PRESIDENT.

After Mr. Knill had dealt in detail with the proposed new scheme he moved the adoption of the special resolutions. The proposition was seconded, and, after discussion, in the course of which the members of the Committee responsible for drawing up the scheme were complimented upon their efforts, the special resolutions were passed unanimously after slight amendments had been made to (i) and (v) sub paragraph (b) of paragraph 2 of the special resolutions as circulated.

Mr. A. G. Coombe (The Pantechnicon), London, addressed the members on the question of adopting a registered design for the Association. He said that the Association had not a badge or symbol to indicate to the public who they were, what they were and what they were prepared to do. Many of the greatest achievements in history had been accomplished under some badge or symbol. All regiments had their Colours and every college and school had its badge and prized it.

He knew there were some objections to an Association badge and without expressing any personal opinion on the matter he introduced the subject and asked the members to consider it, as he felt that unless such a scheme, if adopted, was taken up whole-heartedly it would be of little use. A badge was something tangible and something that could be withdrawn if a member did not come up to the standard expected by the Association. By adopting a badge it seemed to him that members would have to agree to maintain a certain standard.

After discussion it was decided that a definite scheme should be brought forward at the next annual general meeting.

Mr. F. C. Skinner (Arding & Hobbs, Ltd.), London, submitted a statistical return covering six months working of a specific branch of the activities of the Association which are watched over by a Committee of which he is the Chairman. He referred also to a booklet issued by the Association's Costing Committee. Hearty thanks were tendered to the Committees concerned for their efforts.

PROPOSED CERTIFICATE OF MEMBERSHIP.

Mr. Geo. Moores (G. Moores & Sons, Ltd.), Manchester, in a paper entitled "Certificate of Membership," said that in considering the question of whether the Association should issue a certificate of membership to members, they might profitably spend a few minutes examining the Warehousing and Removing Industry and look into it from the point of view as to whether it was a desirable business to attach one's self to; and if so, whether there was any usefulness, honour, dignity, pride or profit in holding a certificate of membership in it.

Might not the Warehousing and Removing industry be defined as a body of business men specialising in the removing of household goods from one place of residence to another, and also, if need be, holding those goods in safety until such times as delivery of them was called for? Did they as frequently as they ought consider all that was implied in that trust which the public placed in them? Take an ordinary everyday household removal. It contained the usual furniture and effects, and amongst them were not only ordinary household goods, but very likely some household gods as well. Such articles were every day entrusted to their care with implicit faith that they would be cared for and accounted for, and delivered as safely as the owners themselves would do it. Did not all that imply the greatest confidence in the members of their industry, and did it not imply that they were a recognised trustworthy body of men, a specialised body of men; a class apart from and above the nondescript who might own a horse and lorry or even a motor wagon to carry out any odd job that might come his way. Did anyone present know of a single instance where a member of their Association had not been faithful to his trust? Such a breach of trust, should it ever occur would, no doubt, be visited upon the member by instant dismissal from the Association.

Their business demanded not only honesty and integrity, but specialised knowledge of furniture; how best to dismantle and re-erect it, and how best to handle it generally so that it might be carried with ease and packed with safety and finally handed over in perfect condition. Figuratively speaking there were a hundred and one other qualifications which the successful remover and storer must have, such as a knowledge of horses and horse-drawn vehicles; a knowledge of power-driven road vehicles; he must be well versed in railway and steamship rates, have a working knowledge of Colonial and Foreign Tariffs and of Law as it related to acts of Trustees, Executors, rights of husband and wife in property, the hire system, Fire Insurance, the law of Contract and that of Common Carrier, and above all he must have a deep understanding of human nature. Was it not an industry in which they might take a legitimate pride and display, with honour, any parchment which indicated that they were certified members of such industry?

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It did not require a great effort of imagination to foresee the time, and he believed a time in the not very distant future, when they would be asked by the discerning public before they placed business with them "Are you a certified remover." Then would they have just pride in displaying their certificate. They must so act that when that time came the question should not merely be "Are you a certified remover," but, by further educating themselves in their work and the public in the services members rendered, they would induce the public to ask—fully recognising all that was implied in the greater question—"Are you a member of the Furniture Warehousemen and Removers' Association?"

He submitted that it was desirable in the interests of the Association and its members, that a Certificate of Membership be prepared and issued to all members, setting forth that the holder was a qualified remover and a certificated member of the Furniture Warehousemen and Removers' Association. It would then behove members and the Executive Committee as the responsible Board to see to it that membership was attractive and valuable alike to its members and the public.

An interesting discussion followed and it was agreed that the matter should be considered in conjunction with the proposal to adopt a new badge or symbol for the Association.

PROPOSAL TO CONFER DEGREES ON MEMBERS.

Mr. Victor Bishop (Bishop & Son's Depository, Ltd.), London, addressed the meeting and suggested that the Association should have the power to confer degrees upon members.

Did members fail to have a proper appreciation of their true worth? he asked. Anything tending to raise the Status of the trade and to give uplift would be to the good. Increase their pride in their calling and increase its dignity, they could call it a profession if they liked, it was no worse than some (laughter) and increased prestige would bring its own reward. Did they value their membership of the Association as an honour or were they more inclined to capitalise its privileges and the information they received as against the annual subscription? If the Association was in a position to confer some tangible reward upon those of its members who were qualified to receive it, that would go far towards raising the standard of their trade. Therefore, he submitted to the Executive the suggestion that they should confer degrees, such as Fellows, Associates and, perhaps, Licentiates. The qualification necessary for a degree should be service and knowledge. Present or past services rendered to the Association either in its Council or otherwise, and service for any length of time or in a marked degree to the trade and knowledge tested by examination would qualify for an honour.

MR. F. W. H. WINWOOD
(FREDERICK WINWOOD, LTD., WORCESTER).
CHAIRMAN, MIDLAND (BIRMINGHAM) CENTRE.

The knowledge required in their particular trade was of great variety and could hardly be greatly exceeded by any profession.

It must be apparent to all of them that one of the missions of the Association was to educate its members and their employees to understand and deal with the problems and difficulties of their trade, and they were doing that through the medium of the Estimators examination and perhaps the award of some degree to a successful candidate would attract more candidates. He thought the time was coming when the knowledge, theoretical and practical of their industry, tested by examination and by the issue of the certificate, would be a *sine qua non* for anyone seeking a responsible position in a good class firm.

There were members who for their splendid services to the Association were worthy of the conferment of a degree.

He proposed there should be three degrees (1) Fellowship—for those possessing the necessary qualifications and who had attained a certain age and had been in business as a proprietor or manager for a certain number of years; (2) Associate—for those who had passed the necessary examination, had attained a certain age and had been in business either as principal or manager for a certain number of years; (3) Licentiate—this might include some of the junior members of the industry who, perhaps, had passed a preliminary examination and had been engaged in the business but a few years; this degree might cover a period of studentship.

He had purposely omitted to state precisely the qualifications for a Fellowship as that would be for others to decide, but personally he would award a Fellowship to those gentlemen who had been pillars of strength to the trade in the past and had watched it grow into a highly developed organisation. He would award a Fellowship also to those who had given so much of their time, in some cases to the detriment of their health, to the Association and had served it as President, Vice-President and Chairman of Committee or in some other exceptional way.

Any difficulties there might be in regard to awarding degrees could easily be overcome.

In the course of the subsequent discussion the view was expressed that the suggestions made by Mr. Bishop should receive whole-hearted consideration.

Mr. G. H. Good (J. J. Allen, Ltd.), Bournemouth, reported on the result of the Estimators Examination held recently. It is interesting to note that Mr. Busbridge, a member of the staff of The Pantechnicon, London, and trained under Mr. A. G. Coombe, was a successful candidate.

A resolution was passed that the next Annual General Meeting of the Association should be held in London.

A hearty vote of thanks to the President for presiding brought the business meeting to a close.

The Banquet.

The Banquet which followed the Annual General Meeting was attended by many distinguished guests.

Mr. F. W. H. Winwood, the Chairman of the Midland (Birmingham) Centre presided and submitted the toast of "The King," which was received in the usual loyal manner.

Mr. Ernest Bevin, General Secretary of the Transport and General Workers' Union, proposing the toast of "The Furniture Warehousemen and Removers' Association," said that on looking through the objects of their Association he noticed that one of their main objects was to promote the consideration and discussion of all questions affecting their trade and to protect its interests, and he assumed that this was not confined only to the business side. It was gratifying that they had lived to recognise a broader concept of industry. Everywhere to-day industry was not spoken of in the sense that it was the prerogative and property of just one partner, and he thought it was now recognised that management and labour were the two factors that had got to get the job done, with the financial interests behind the scenes reaping the harvest of both their efforts. He saw no reason at all why management and labour should not combine to exploit capital instead of capital exploiting both of them. (Laughter.) Really that was what they ought to be doing. (Laughter.) The managerial brain and the operative brain had a good deal in common and if they were to set about organising industry with that new concept in view he believed they would get over a great many of their troubles.

It was gratifying to know that the Furniture Warehousemen and Removal Industry had a Joint Industrial Council and he noticed that they were very interested in educational work. He was connected with one important industry in this country where the Industrial Council had taken over the whole question of technical education in conjunction with the City of London Guilds, and instead of technical education being purely the employers part of the business it was now run by the Unions and employers together with the result that the number of students had gone up enormously and he thought that as a result they were training an entirely new standard of foremen and managers out of the ranks and removing what was one of the handicaps to the workpeople.

He noticed that they had an international side to their work. Wherever there were international connections he hoped they would be used for promoting international goodwill as well as business, as that would mean the establishment of friendships that would help to solve the great problems facing our statesmen at the present moment.

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COMING LEGISLATION.

A great opportunity would present itself to their Association during the coming year. Legislation would be before Parliament affecting the members of the Furniture Removers' Association and their employees, and he hoped that Industrial Councils would sink any political concept they might have and face the coming transport legislation in the interests of the men, in the interests of the problems of the road embracing the safety of the public on the road and that they would help Parliament to pass the right kind of legislation for their industry and for the men who had to use the roads under all kinds of conditions.

THE BLIGHT OF UNEMPLOYMENT.

The other task before the Association was to help in solving the great problem of unemployment. Every industry in the country ought to be considering what contribution it could make to the future organisation of industry in order to wipe out the blight of unemployment. It would never be solved until the best minds, psychological, scientific and commercial could be brought into play towards a final solution, and joint bodies in addition to talking of wages and hours and all the rest of it might devote some attention to these other great national problems.

HELP THE BEGINNER IN INDUSTRY.

They were very perturbed at the extension of blind alley employment for the young fellows coming into industry. They were raising the school leaving age and this would produce a higher standard of young man and woman turned out by the schools, and industry would have to adapt itself to receive that higher standard of intelligence.

REPLY BY THE PRESIDENT.

Mr. A. E. Millard, the President, who was received with great enthusiasm, on rising to reply to the toast, said that, as they all knew, Mr. Bevin occupied a very high position in the transport life of this country.

Before proceeding with his reply he wished to say how very pleased all the members were to see their old friend Mr. Victor Brown with them again after his illness. (Applause.) Mr. Victor Brown was one of the pillars of their industry and they extended to him a very hearty welcome.

That was the second occasion on which the Association had met in Birmingham, the last time being in 1923 when they gathered under the Presidency of their good friend Mr. G. H. Price, and no Association ever had a better leader. (Loud applause.)

The usefulness of their Association to industry, continued the President, was indisputable, and it would be impossible to underestimate the value of their achievements, and from a discussion that afternoon it was clear they intended to pursue a progressive policy.

They had been considering the question of a new basis of constitution and election of the Executive Committee, the idea being to further improve their organisation by providing a closer link with members in areas and provincial centres, and it was expected that the future would prove the wisdom of the step they had taken. Their Costing Committee had tackled the economics of the industry so far as they related to road motor vehicles, and had advocated a certain system of costing. No one would question that uneconomic work was unhealthy, and they hoped that their efforts would result in improvement all round.

They had held recently an Estimators Examination but the number of candidates coming forward fell below expectations, and he hoped that the numbers forthcoming at future examinations would be a source of congratulation to the Association as they were actuated by a desire to promote their educational movement. It was also to be hoped that Centres would take up the important question of instituting educational classes and would receive support. Several Centres had conducted most successful courses and the Committee would be only too pleased to assist any Centre where classes had not yet been established.

Members had discussed that afternoon the question of adopting a registered design for the Association, and it was earnestly hoped that the matter would receive earnest consideration in order that a decision might be arrived at when they met in London in 1930.

The Association welcomed ideas from any member as to ways in which the value of the Association could be increased and the prosperity of the industry promoted. The Committee welcomed suggestions. Personal contact was a most successful method and he was glad to say that as a result of personal calls made by members new members were being secured.

He was sure that the Association could look with confidence to the future and it would continue to promote the interests of the industry and happy relations between members. (Applause.)

Mr. F. W. H. Winwood, the Chairman, submitting the toast of "Our Visiting Centres," said that the task was allotted to him on November 5th, and he was wondering whether April 1st would not have been a more appropriate date. (Laughter.) He was sorry that the task had fallen upon him because if there was anything he hated it was a job. He had always said that there were two things in life towards which he felt some antipathy and work was both of them. (Laughter.)

The Midland Centre realised that other centres had extended to the Association lavish hospitality in the past, and it was therefore a privilege for his Centre to do something to try and repay the kindness they had received in other districts. It seemed to him good that members should meet at such gatherings and a man must be dull indeed if he was not able to profit from close personal contact with other people engaged in the same industry. They had visited Brighton—"Oh, what a night!"

Photo] THE BANQUET. [W. Haynes, Ladywood.

F. W. & R. A. BI-ANNUAL MEETING AT BIRMINGHAM.

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(laughter) and they had also been to Scarborough, Manchester and Bristol, and had been entertained by the London Centre and last, but by no means least, they had been entertained lavishly at Bournemouth where they were received more like rich customers than ravenous competitors. (Laughter.)

He would like to gratefully acknowledge the work some members of the Midland Centre had done in connection with that meeting. Unhappily their good Secretary of the Midland Centre, Mr. Hartnett, who had worked very hard, was ill and unable to be with them. His old friend Mr. Walter Barber had done a great deal of work, in fact he thought he ought to go to bed or jail for the way in which he had neglected his business had been absolutely criminal. (Laughter.)

Mr. G. H. Good, Immediate Past-President of the Association and Chairman of the Southampton Centre, responding, congratulated the Midland Centre on a trinity of events. The Midland Centre had the distinction of being the first to entertain the Association at a bi-annual meeting for a second time; the first local Centre to be formed, their first Chairman being Mr. Ben Blower, and their first Hon. Secretary Mr. G. H. Price; and that was the first occasion on which the toast of visiting centres had appeared on the list at a banquet of the Association. (Applause.)

Might he express on behalf of representatives from other centres their delight at being present as the guests of the Midland Centre; such meetings created a fine feeling of good fellowship; greased the wheels of business intercourse, and awakened and cemented ties of personal acquaintance and knowledge, and that intimate and personal knowledge of each other was invaluable to them when dealing with difficulties which might arise. The Furniture Warehousemen and Removal business was so intricate and the difficulties they had to encounter and surmount so varied and perplexing, that one wondered how the industry was carried on in the old days without this interchange of experience and knowledge. One of the great benefits the Association ever bestowed upon its members was the introduction of the Local Centre idea, and they could indeed make it of immense service in dealing with local difficulties, and in a wider sense of service to the Association as a whole. Another great result of the work of the Centres was the elimination and prevention of unfair methods, and the more they met each other and got to know each other the more would they think before doing anything likely to hurt or injure a fellow member.

Everybody realised the amount of good derived from Centre meetings, but if Centres were to become the power they should they must be run on interesting lines, and must watch the local interests of members, and improve, by educational work, the knowledge of all, particularly with regard to costing and in the use of such things as tyres, lubricating oils, etc., and so give a better service to the public at the lowest price.

They had plenty of brains in the industry but sometimes they were mostly concerned with individual efforts, whereas some rationalisation of effort would result in a better return to themselves and a far better service to the public. They could only expect to get something out of the Association in so far as they were prepared to put something into it. His advice to all the Centres was to be lively and make themselves felt and heard, and the industry would be better for their efforts.

Mr. Victor Brown, the Hon. Treasurer of the Association, proposed the toast of "Our Guests," and prefaced his remarks with thanks to the President for his kind reference to his recovery from illness. He regretted very much that he had been unable to be present at the last annual meeting, the first he had missed since the inception of the Association. (Loud applause.)

Mr. T. H. Shipley (London, Midland and Scottish Railway), responding, said that on his way home a few nights before he passed a motor lorry belonging to one of their members and on the back it said "Keep Moving." That was a fine motto; they must keep moving to keep pace with the times. Speaking on behalf of the railway men of Birmingham, might he not say that the Furniture Warehousemen and Removers were their partners and the railwaymen wanted to be partners. As a railway man he did not fear competition; what he feared was uneconomic competition which was bad for everybody.

Mr. G. H. Price proposed a hearty vote of thanks to the artistes, particularly mentioning Mr. W. L. Barber who, with Mr. Harold D. Bloore, entertained the company with a selection from "Julius Cæsar." This was one of the outstanding items in an excellent programme arranged by Mr. Barber. Mr. Price also paid high tribute to **Mr. E. A. Harris,** the Secretary of the Association, who, he said, was a very energetic and able Secretary. Those on the Executive Committee and the various sub-Committees felt that they had a treasure in Mr. Harris and he deserved a special word of commendation and encouragement for the future. (Applause.)

London Traffic.

Government Policy.

IN the House of Commons, on December 2nd, in reply to a question put by Mr. Gosling, who asked whether the Minister of Transport was in a position to make a statement as to the policy of the Government on the London traffic question, **Mr. Herbert Morrison,** the Minister of Transport said: With the leave of the House, I will make a statement which the Prime Minister has authorised.

The Government have now examined the London traffic situation. We agree with the opinions expressed by the London and Home Counties Traffic Advisory Committee that no lasting solution of the dual problem of the congestion of the streets and the provision of proper facilities for the travelling public will be found unless further steps are taken towards eliminating uneconomic and unnecessary competition.

We also agree generally with the Committee that a far-reaching measure of unification under public control is essential to progress and that on the other hand "given unified management, and efficient operation of the various passenger transport agencies in the London traffic area, there is little doubt that the consequent elimination of the present wasteful competition would result in sufficient revenue being obtained from the operation of the several undertakings at the present level of fares as to leave, after meeting all legitimate claims and obligations, a margin available to attract fresh capital sufficient to provide for a programme of steady and continuous development of the traffic facilities of the area."

The object, then, must be to bring about, so far as possible, a co-ordinated system of passenger transport so managed that earnings shall be sufficient to meet all proper charges, including reasonable remuneration of capital.

We have given the closest attention to the form which the pooling of resources and co-ordination of management thus indicated should take, and we have come to the conclusion that the ends in view can be fully achieved and that the public interest can be fully safeguarded only if existing sectional financial interests are consolidated by the substitution of a single and simple form of public ownership for the complicated network of separate interests, private and municipal, which now add so greatly to the difficulties of the situation.

We shall, therefore, proceed at once to explore with all the interests concerned, and with the assistance of an eminent chartered accountant, a plan for the complete consolidation upon fair and equitable terms of the passenger transport agencies now providing services by omnibus, by tramway or by local railways in the London traffic area. We hold that in any such scheme all the existing municipal interests should be included from the start. The relations to be established between the consolidated enterprise and the amalgamated railways is an important point which merits and will receive careful consideration.

While the Goverment have decided that the principle of public ownership should be applied, they desire to make it clear that their intention and aim will be to assert and effectively to provide for the principle of commercial management of a self-supporting, consolidated transport system, thus ensuring the advantages of vigorous business enterprise. We take the view that with efficient management the potential earnings of London passenger traffic, fully co-ordinated as we propose, are such that no form of liability need be entailed upon public funds or public credit, and upon that assumption we shall proceed.

In conclusion, I would add that in view of the intricacy of the matters to be pursued no further statement is to be expected for some time.

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London Cartage and Haulage Contractors' Provident Institution.

Annual Dinner.

HEAVY calls made upon it in the past and the helping hand always extended, the almost certain prospect of more urgent calls being made in the immediate future, the London Cartage and Haulage Contractors' Provident Institution, the functioning of which depends absolutely upon the support and generosity of members of the Industry, looks back with pride to its achievements and hopefully towards the future, confident that its activities will not be restricted for lack of support.

SIR WALTER GILBEY, BART.

For sixty-five years this unique Institution, founded with the object of aiding the aged and necessitous members of the Industry and their dependants, and maintaining, clothing and educating the children of such members, or of deceased members, where conditions warrant such assistance, has carried on its beneficent work and has never turned away any who have asked for help and sympathy.

We commend the Institution to our readers—its help will be needed more in the future even than in the past. The trade will see that it does not falter.

Contributions, which will be gratefully acknowledged, should be sent to the Honorary Secretary, Mr. R. P. Bailey, at 17 Water Lane, Great Tower Street, London, E.C.3.

The Annual Dinner of the Institution was held at the Connaught Rooms, London, on November 26th last.

THE INSTITUTION.

Sir Walter Gilbey, Bart., presided, and submitting the toast of "The Institution" said it gave him great pleasure to propose success to the London Cartage and Haulage Contractors' Provident Institution. He felt it to be a great honour to be invited to take the Chair at that gathering, and perhaps one reason why he had been so honoured was because all his life he had been deeply interested in and associated with their good friend the horse. (Applause.) There could be no other reason.

He would like to congratulate the President and Committee upon their wisdom in inviting ladies to attend. Feminine influence was an enormous asset when funds had to be collected, and beauty and benevolence always went hand in hand. He visualised the time when a lady would occupy the Chair at their Annual Banquet, and the Committee would see it was so when they appealed for funds for their magnificent Institution.

The transport industry was one upon which every trader in this country depended. Our commerce depended upon transport, and as a business man he was grateful for what the industry did for the business men of the City of London. Those engaged in transport did their work magnificently, and in their hands lay almost entirely the prosperity of the country. The producer and the consumer had to come to the transport industry for help without which they could not possibly continue in business. In his opinion people did not realise sufficiently the importance of transport to this country, and how much they were indebted to gentlemen like Sir Henry Maybury who had done so much for them. (Applause.)

All were deeply concerned regarding the prosperity of this country, and the overwhelming burden we had to bear in the form of taxation and restrictions was making business difficult and in many cases almost impossible.

One of our great traditions, of which all were very proud, was benevolence. No matter what were their trade rivalries they joined together in endeavouring to assist those who had fallen upon evil times, and it was a grand thing for those who had been successful in life to know that they were able to bring some little happiness and comfort into the lives of the less fortunate, and he would be very proud indeed if their generosity that night created a record.

There were two classes of people in this world, the born givers and the born takers. They would prove the truth of the existence of the former by showing the utmost benevolence and generosity. He most earnestly pleaded from the bottom of his heart for support for their magnificent Institution which had done and was doing such good work. It was an Institution to be proud of, founded as it was in the year 1864, and he beseeched them to break all records that evening. (Applause.)

REPLY BY THE PRESIDENT.

Mr. P. R. Turner, the President of the Institution, responding, said he felt it was a very proud honour to have his name associated with the toast, and also to have been elected President of the Institution.

It was a unique Institution, and he used the word "unique" advisedly, because it was the only Provident Institution connected with their trade in these islands, and he would not be surprised if he could say in the world. It was rather a striking thing that it was left to London alone to have a Provident Institution in connection with the haulage industry. The industry had always been in urgent need of such Institutions, but he thought it was generally true to say that there had not been enough money or organisation in the industry to give rise to provident institutions. The need for them was seen from day to day. Only the day before two applications for assistance came to his notice from members of the trade in London. Never had he thought that either of those applicants would ever have had occasion to apply to the Institution for assistance. They had heard that night from one of their singers that trouble often made the man. That might be partly true but was it not truer to say that trouble often broke the man.

MR. P. R. TURNER, PRESIDENT.

For the past 65 years the Institution had been able to lend a helping hand where it had been badly needed, and he thought that the trend to-day compelled them to look for still heavier demands in the future on the funds of the Institution, as although some people were apt to smile when those engaged in the haulage industry complained of the heavy burden of taxation, he could assure them that the heavy additional taxation imposed during the last few years had placed many people out of business, and it was a most serious thing.

He would give them a small idea of some of the benefits and help given by the Institution from time to time. Last year, unhappily, three of their pensioners passed on. They had been helped from time to time to the extent of over £1,100. To-day they had on the books of the Institution a pensioner who had received about £1,000; another had received practically £800 and another £600. Besides these there were many others receiving help. It would be a dreadful day for the Institution if demands were made upon it which it could not meet; therefore he looked to the generosity of the trade and their friends that night.

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He thanked Sir Walter Gilbey for the very kind terms in which he had proposed the toast and the company for the way in which they had received it. Sir Walter Gilbey was a tremendous worker, and they appreciated his coming there to help them.

He could only hope that during the time he was President of the Institution it would be in every way successful. (Applause.)

Mr. J. H. Turner, proposing the toast of "The Ladies and Visitors," said he did not quite know why, in these days of sex equality, a distinction should be made between the ladies and the visitors. (Laughter.)

It was a great privilege to be permitted to submit the toast standing in his name.

To members of the industry the night of the Annual Banquet of their Provident Institution was always a very proud evening, and it was to the ladies that they owed so much of the success of their Institution, and they attended in such great numbers, not to enjoy a banquet, not for the sake of an entertainment nor even for a dance, but because of their desire to do something for their fellows whom they knew, only too well, would suffer were it not for the efforts of their Institution. (Applause.)

One of their artistes had been singing to them as to what it meant to hear the skylark singing and to see the sun; were it not for the benefits dispensed by their Institution he was afraid that many of the less fortunate members of their industry and their dependants would be deprived of some of the sunshine they were now able to enjoy.

They talked about their industry from the commercial point of view. What was commerce? If it was anything, then it was a fellowship, and if fellowship meant anything it was humanity. If they kept that in mind he was sure that they in their day and generation would accomplish something of which posterity would be justly proud and would welcome the reading of the history of an Institution such as the London Cartage and Haulage Contractors' Provident Institution. (Applause.)

He extended to the visitors a very hearty welcome. The Committee were gratified that they were permitted to entertain so many of their friends, and it was his pleasure to couple with the toast the names of Mrs. F. G. Bristow, Sir Henry Maybury and Mr. Geo. Monro.

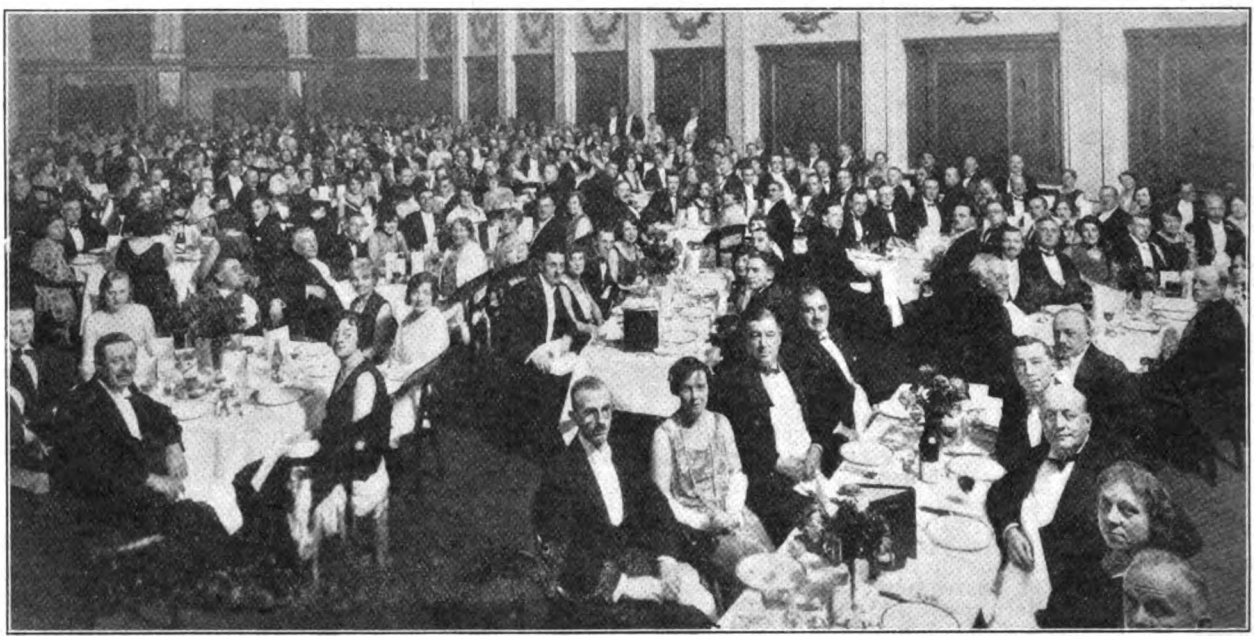
Mrs. Bristow, as doubtless they were all aware, was the wife of the very well-known General Secretary of the Commercial Motor Users' Association, and those who knew Mrs. Bristow could guess from whence her driving force came. (Applause.)

Sir Henry Maybury was one of the greatest friends the road transport industry ever had. (Applause.) Those who travelled on the roads, particularly around London and in the Home Counties, saw the work done by Sir Henry, which would stand as a monument to a great man, who realised what was needed now and for the near future, and it was good to know that we in our time had realised what was wanted and had made it possible for transport to flow, and, in spite of what was written in the press, to flow with great fluidity.

It was also his pleasure to welcome Mr. Geo. Monro, the President of the Commercial Motor Users' Association, which, perhaps, he might call a sister organisation. (Applause.)

He much regretted that he could not couple with the toast the name of Mr. Ben Smith, M.P., who, unhappily, was seriously ill. That night would have afforded an opportunity of lessening whatever breach there was between employers and employed, and he had looked forward to hearing Mr. Smith and to have paid tribute to him by saying that although they had been in opposition to him on many occasions they had always welcomed his sound wisdom and his ability finally to negotiate with them on behalf of the great number of workpeople whom he represented. Mr. Smith had always shown that he was a man who believed in giving and taking a fair deal. (Applause.) They could only hope that they would be honoured by the presence of Mr. Smith on a future occasion. (Applause.)

Mrs. F. G. Bristow, responding, said she would be brief but none the less sincere. On behalf of the ladies she would just say how very much they appreciated all that had been arranged for their pleasure that evening and how much they had enjoyed the hospitality of the Institution. They all thanked the Committee. "We women," continued Mrs. Bristow, "do realise how much your Institution has done in the past and we wish you great success in the future." (Applause.)



Photo] LONDON CARTAGE AND HAULAGE CONTRACTORS' PROVIDENT INSTITUTION. [Fradelle & Young.
ANNUAL BANQUET.
STANDING—LEFT TO RIGHT: MR. P. R. TURNER (PRESIDENT), SIR WALTER GILBEY, BART. (CHAIRMAN), AND MRS. P. R. TURNER.

Sir Henry Maybury, G.B.E., K.C.M.G., C.B., said he would like to add his tribute to that of Mr. J. H. Turner regarding their friend Mr. Ben Smith. Like Mr. J. H. Turner he had had the good fortune for some years of serving with Mr. Ben Smith on a not unimportant Committee and he could testify to his fairness, straightforwardness, and good fellowship and he wished him, as he was sure the company did also, a very speedy return to good health. (Applause.)

It had indeed been a pleasure to be associated with the London Cartage and Haulage Contractors' Association, and he had had the good fortune to have the assistance of their President, Mr. P. R. Turner, their Past-President, Mr. J. H. Turner, and their excellent Secretary, Mr. R. P. Bailey, for many years, particularly during the time when he occupied a highly respectable but poorly paid position in the civil service (laughter), and during days when the industrial situation was not quite so easy as it was to-day. He had indeed very good reason to remember their co-operation and whole-hearted support. (Applause.)

He knew how well their President conducted the affairs of their Institution, and he hoped that as a result of that banquet their Provident Fund would receive ample support. They were indeed doing a great work.

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Mr. Geo. Monro, C.B.E., President of the Commercial Motor Users' Association said it was a pleasure to him to join in tendering the thanks of the visitors for the very enjoyable evening they had spent. The Commercial Motor Users' Association were deeply interested in the London Haulage Trade Benevolent Institution, because the C.M.U.A. had not a benevolent institution of its own. Whenever there was a matter of taxation or legislation to be tackled the London Cartage and Haulage Contractors' Association and the C.M.U.A. pulled together. He did not feel that he was a visitor as he saw so many friends present. In the Chair they had a representative of an older form of transport, their old friend Sir Walter Gilbey, the best Judge of a horse in the British Isles. (Applause.) Then he saw Mr. J. H. Turner a representative of the old and the new means of transport and a very active member of the London and Home Counties Traffic Advisory Committee.

There were some who through sickness or other misfortune had fallen by the wayside, and it was comforting to know that their Institution came to their aid, and he hoped that trade would improve sufficiently to enable their subscription list to grow every year, whilst the claims made upon their funds would get less every year.

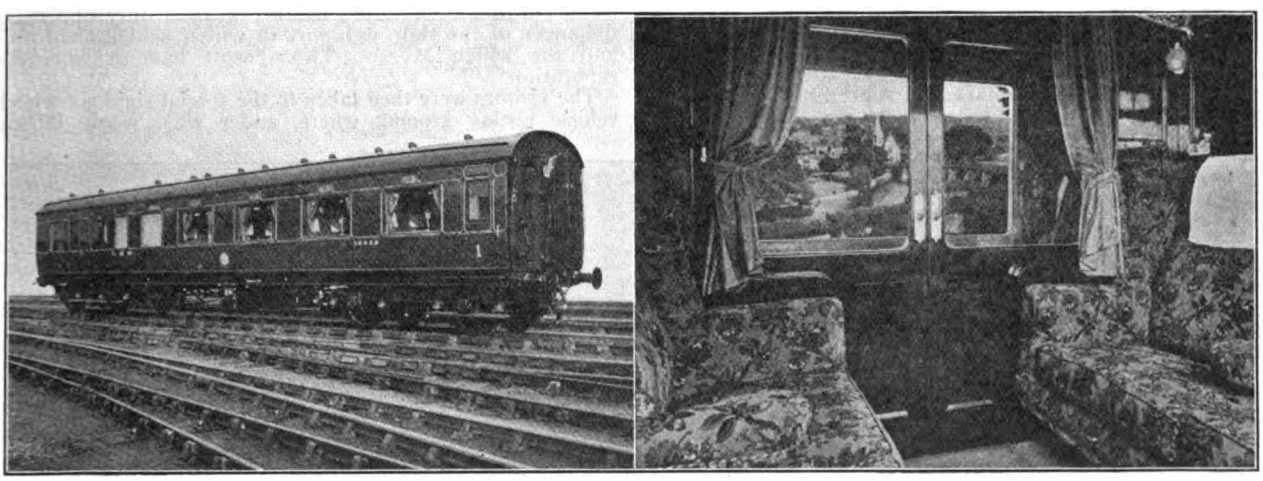
The President proposed the health of the Chairman, Sir Walter Gilbey, Bart., and expressed to him the grateful thanks of the Committee for presiding. Sir Walter, he said, was still a very busy young man; he said "young" advisedly because he did not know anyone who had a younger heart. (Applause.) Their Chairman was very closely associated with the Shire Horse Society, and was its President during its Jubilee year. He was President of the National Horse Association of Great Britain, Chairman of the Cart Horse Parade Society, a member of the Council of the Royal Agricultural Society of England, a member of the Smithfield Club and Chairman of the Royal Agricultural Hall Company; he was also a race-horse owner and had met with no small success this year; in addition he was one of the finest judges of horse flesh in the country, and a famous shot.

The Chairman, responding, said he had spent one of the happiest evenings of his life meeting those who were so deeply interested in their great Institution. They had all thoroughly enjoyed the evening, and to show their appreciation he devoutly hoped they would make it a bumper evening as regards subscriptions. In the time in front of them greater calls than ever would be made on the Benevolent Institutions of this country and they must be prepared to meet them; therefore they must open their hearts.

Latest Developments in the London Midland and Scottish Railway Rolling Stock.

1st Class Corridor Brake Carriages.

AN entirely new line has been acquired for the exterior walls of the latest first class Corridor Brake Carriages for the L.M. & S. Railway Company, by means of lowering the windows, which are larger than usual; this has dispensed with the waist line, and the exterior lower panels being of steel, timber mouldings have been done away with. These cars are painted crimson lake and suitably lined with black and gold, relieved with vermilion. The interior of these cars is composed of four compartments, a lavatory and brake van. The corridor, which links all the various compartments, has Westinghouse heaters built into the walls of the cars and concealed by neatly designed flush metal covers, harmonising with the other metal fittings. A comfortable Wilton carpet covers the floor, and the walls are panelled with Indian Greywood. There is ample ventilation. On opening the double sliding doors one finds a restful compartment panelled in Greywood; the furnishings are bluish-grey; the metal work is satin brass. One can now get an intimate view of the countryside and enjoy its beauty through the vantage of the new windows. Each compartment is well equipped with a ventilator of novel design, which is easily controlled by a handle on the window sill. The next compartment is carried out in Chippendale lines with satin wood inlays in mahogany; a pretty blue carpet is a foil to the decorative textile on the seats. Silver metal finishing completes this compartment. The next compartment is panelled in walnut, and to suit the character of this timber, trimmings of blue facecloth are used, while the colours of the timber and trimmings are tastefully repeated in a specially woven hand loom rug. Oxydised silver fittings are here used. Heavy mouldings and massive inlays, old English oak treated and moulded into shape. produce the fourth compartment, a replica of an old, 16th Century room. Rose pink trimmings and lantern lighting complete the compartment. The carriages are electrically lighted, and each compartment has a table lamp, with an attractive shade of pink "Rayolite." The lavatory, of ample dimensions, has its walls furnished with green Vitrolite, relieved in black. All appointments, including a large full-length mirror, add to the comfort of a journey. Next, the brake van; this is equipped with all modern devices suitable to their purpose.



LEFT: THE NEW FIRST-CLASS CORRIDOR BRAKE CARRIAGES FOR THE L.M. & S. RAILWAY COMPANY. RIGHT: INTERIOR OF A CARRIAGE—NOTE THE VIEW SEEN THROUGH WINDOW.

Automatic Traffic Signals.—The Royal Automobile Club advises motorists that automatic traffic signals are now in operation at Ipswich, and drivers passing through the town should be on the watch for them. The R.A.C. will be pleased to supply a list of all towns in England, Wales and Scotland where these light signals are working, on application to the Secretary, R.A.C., Pall Mall, London, S.W.1.

Bromilow & Edwards' New Premises.—Bromilow & Edwards, Ltd., the well-known Automobile Engineers of Bolton, have recently transferred the whole of their works and plant to new premises in Foundry Street, Bolton. The very much greater area of these premises is required in order to cope with the increasing volume of orders for the firm's product.

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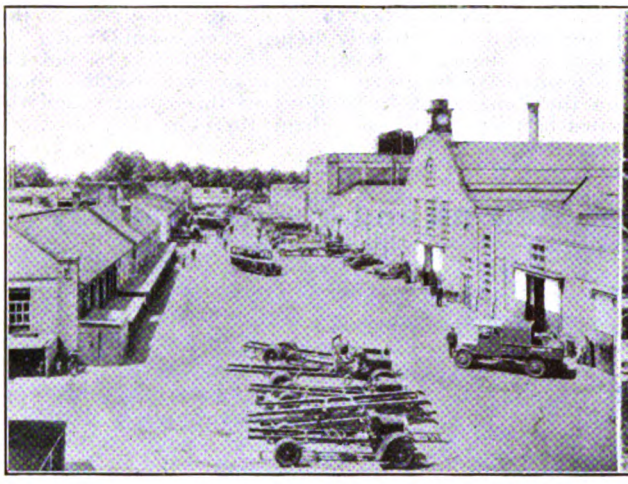
John I. Thornycroft & Co., Ltd.

Visit to Basingstoke.

ON Tuesday, November 26th last a party, numbering upwards of 150 persons, comprising commercial vehicle users and members of the technical and daily press, visited the works of John I. Thornycroft & Co., Ltd., at Basingstoke, to inspect the comprehensive fleet of passenger and goods vehicles which constituted the Olympia exhibit and some of which were staged at the Commercial Motor Exhibition. These vehicles, which were drawn up in front of the main buildings, gave a graphic idea of the wide range of vehicles manufactured by this well-known firm, from the largest double-deck omnibus down through single-deck buses, saloon coaches and goods vehicles built for the railway companies and for private users. After viewing these vehicles the party was divided up into groups and, under the guidance of representatives of the firm, including Sir John Thornycroft, Mr. Tom Thornycroft, Mr. Jack Thornycroft, and Mr. Roger Thornycroft, were shown round the extensive workshops, covering an area of 18 acres. These workshops are laid out on modern lines, with high grade machinery for making every part required in manufacturing motor vehicles and utilising the latest tools and the most up-to-date methods available, not only in this country, but in other parts of the world. Messrs. Thornycroft have not been content to follow the best practice in this country only, but both Sir John Thornycroft and Mr. Tom Thornycroft have travelled extensively in the United States, in South Africa, and in Australia in order to have first-hand knowledge of the requirements of the British Empire and to learn what is being done in the United States, the premier motor vehicle producing country. The photographs which we reproduce show some portion of various workshops, and we were particularly interested in seeing the very efficient way in which engines are tested and run in before being passed out and placed in the vehicles ready for the market. Every engine is given a thorough test for twenty-four hours at full speed and if it is not absolutely perfect in its working is put back for further attention and then tested again. This is only one of the instances of the thorough way in which vehicles are made and for which Messrs. Thornycroft have a worldwide reputation.

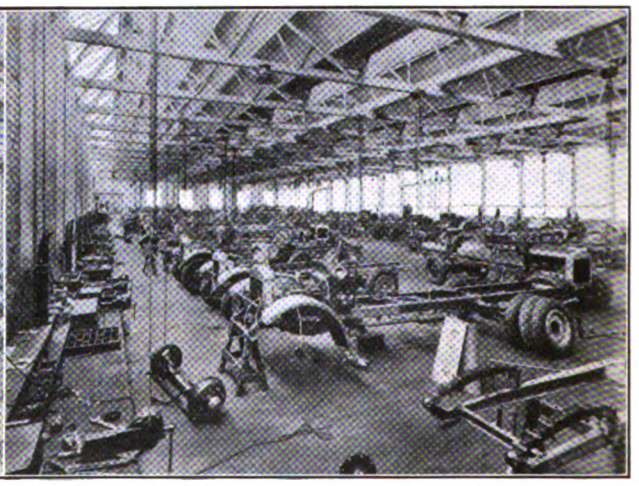


VIEW OF YARD.

PART OF ONE OF THE MACHINE SHOPS.

The visitors were then taken to the special rigid six-wheeler vehicle testing ground, where, under what would be considered in the ordinary way heart-breaking conditions, these vehicles were put through their paces and came out with flying colours. The ground, which has been specially selected and prepared to reproduce the worst possible conditions, had been still further adapted for its purpose by heavy rains and was a sea of mud, interspersed with obstacles. The vehicles carried through their tests with the greatest ease, climbing hills where the gradient was 1 in 3 and manœuvring in a way, under the skilful guidance of the drivers, which filled the audience with amazement.

ENGINE FITTING SHOP.



ERECTING SHOP.

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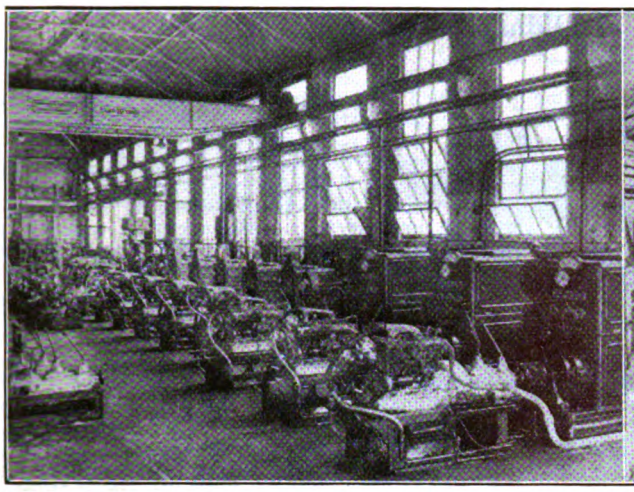
After this demonstration the visitors were entertained to luncheon in the spacious canteen, following which Sir John Thornycroft and Mr. Tom Thornycroft, in expressing their pleasure at entertaining the party, referred to the large number of different vehicles which they were Thornycroft vehicles, in which the firm take a considerable pride, and to see among them the first steam vehicle produced by the firm in 1895, which was illustrated in our twenty-fifth anniversary number last October, and which appeared in the Lord Mayor's Procession last month.



ENGINE TESTING SHOP.

LABORATORY.

building and asked for suggestions from users as to the best type of vehicle for their purpose, with the assurance that if they received this information they would make the required vehicle.

We were interested to see also the museum of ancient

The visitors before leaving were presented with an illustrated brochure as a souvenir of their visit, giving a brief history of the firm from its foundation in 1864 by the late Sir John I. Thornycroft, the original works being at Chiswick.

Round the Manchester Associations.

Manchester Transport (Owners') Association. — Good progress is being made with the co-ordination scheme of the Motor Coach Section of the Manchester Transport (Owners') Association, and at the present time, a survey is being made of the booking offices in the area. Some of them, situated at busy traffic points, and to which the police have lodged objections, may have to be closed. The Section is also considering the advisability of dividing the city into districts, so that inter-working arrangements may be made by the motor coach proprietors to prevent overlapping. The Trade Administration Committee meets frequently, and is pushing forward with the detail work of the scheme to ensure its smooth working early next season.

Manchester Committee of Road Users. — The Manchester Committee of Road Users, held an important meeting on Thursday, 28th November, mainly to consider the scheme which has been approved by the Manchester City Council at the recommendation of the Traffic Congestion Committee, for the creation of one-way traffic routes in Bridge Street and King Street West, Manchester. Mr. H. Howard Robinson, A.M.Inst.T., reported that the Chief Constable of Manchester had just issued an order authorising vehicles standing in the parking places in the streets named below, not to show any lights:—Whitworth Street West, St. Ann Street, Gt. Bridgewater Street, Byron Street, Trafford Street, George Street, Chester Street, C.-on-M., Dickinson Street, South Street, Watson Street, Ardwick Green South. Other matters discussed were the various clauses in the Manchester Corporation (General Powers) Bill, 1929. There are ten clauses that particularly concern motor vehicle owners and road users.

Amalgamated Horse and Motor Owners' Association.— The next quarterly meeting of the Amalgamated Horse and Motor Owners' Association, and the Commercial Motor Users' Association, South East Lancashire Area (Joint Organisation), will be the annual meeting, the arrangements for which have been already tentatively discussed. The General Council of the Association has decided to hold the meeting early in March. Radcliffe is the suggested venue. The conferences of the Association are held in a different town each quarter. This has been found a useful means of stimulating local interest in the area activities of the organisation.

McKenna Duties Appeal.

"All Set for a March Forward," says Sir George Beharrell.

AN appeal for a definite statement that the Government did not intend to interfere adversely with McKenna Duties was made by Sir George Beharrell, Managing Director of the Dunlop Rubber Company, Ltd., at the annual motor show dinner in Glasgow of the Scottish Motor Trade Association. When you think of the motor industry, he said, you must not think only of those men who are employed directly on the manufacture of motor vehicles, but you must recollect the large numbers who are now, I hope, profitably employed in the distribution of those products and still greater numbers who are employed in the management and working of the fleets of vehicles now operating throughout the country, and when you have called all these to mind there still remains a vast army of workers dependent entirely on the success of this industry. The industry deserves well of the country. It deserves every encouragement which a benign Government can bestow upon it. A rebuff would not only be damaging, but totally undeserved and misplaced. I am not going to enter into political questions, Sir George continued, except to say that a sympathetic handling of the question of taxation at this critical period in our history might go far to assist in the solution of the problem of unemployment. Never have British manufacturers approached the extremely difficult question of export with such enthusiasm and determination. We are all set for a march forward, and a definite statement that the Government do not intend to interfere adversely with the McKenna Duties would go far to give us that fillip for which we are all waiting and which will send us bounding along on the road of prosperity. This would inevitably mean more and more men earning good and regular wages and more and more women relieved of the wearing anxiety as to feeding and clothing the children.

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Amalgamated Horse and Motor Owners' Association.

Important Business at Oldham Meeting.

THE quarterly conference of members of the Amalgamated Horse and Motor Owners' Association, Ltd., and the Commercial Motor Users' Association, S.E. Lancs. Area (Joint Organisation), was held at Oldham, on 9th November. Mr. W. A. Knott presided, and there were also present, Messrs. I. Smith (Oldham); J. Taylor (Shaw); W. Smith (Oldham); J. Clegg (Radcliffe); G. Hulme (Rhodes Co-operative Society); W. Bardsley (Oldham Equitable Co-operative Society); L. Greenwood (Rochdale Corporation Cleansing Department); T. Elton (Rochdale); B. B. Sutcliffe (Rochdale); C. E. Pittman (Hyde); J. Butterworth (Oldham); H. Mills (Shaw); J. Howarth (Royton Co-operative Society); V. L. Morton (Mossley); E. G. Buckley (Hollinwood); T. Hinsley (Ashton); J. Wright (Shaw); W. Gee (Bury); J. Horrocks (Hollinwood); F. Gale (Oldham); A. Duckworth (Middleton); J. Woodhead (Leigh); J. T. Clayton (Oldham); Councillor W. Farnworth (Middleton); J. S. Howarth (Secretary).

Wages.—The Secretary (Mr. J. S. Howarth), reported that the position regarding the wages question and the United Road Transport Workers Association was still the same. He said that further meetings had been held, but no definite arrangements had been arrived at. Councillor Farnworth said that at the last meeting of the Joint Road Transport Council, the representatives of the Transport and General Workers' Union asked to be supplied with a list of members who were governed by the agreement made with them. He considered it advisable and in the best interests of all haulage contractors especially, that the Transport and General Workers' Union should be supplied with this information, and they, in return, should supply the employers' association with a list of firms where they had members, so that it could be seen how far the agreement was effective. The Conference approved the suggestion.

Royal Commission on Transport.—The Secretary reported that the Royal Commission on Transport had issued their first and second reports, which had been considered by the Area Committee of the C.M.U.A. Certain recommendations had been forwarded on to the National Council.

Farriers Charges.—The Secretary reported that a conference with representatives of the Bolton, Bury and Radcliffe districts of the Master Farriers Association had been held in Bolton, and as a result of the Conference, the Master Farriers representatives agreed to hold a joint meeting to consider the question of reducing their charges by 1s. per set for the shoeing of horses. Mr. Howarth said that he had not received any official communication since the meeting, and he, therefore, wrote to Mr. Robinson, the farriers' district secretary for Lancashire, Cheshire and North Staffordshire. The latter had telephoned that the Bolton Branch of the Master Farriers' Association could not reduce the price as suggested. The Bury farriers had had a meeting, but had not come to any decision.

Licensing of Motor Coaches.—Concerning the licensing of motor coaches, arrangements had been made in Manchester for the vehicles to be examined by an authorised engineer, appointed by the Corporation. In Oldham, Rochdale and Bury, licences had been granted, subject to the owners not running bus services in competition with the Corporation's local motor bus service.

Traffic Control by Light Signals.—The conference discussed the memorandum which had been issued by the Ministry of Transport setting forth proposals for the controlling of traffic by light signals. It was considered that light signals should not be used at crossings where there were severe gradients. The light signal at the crossing of Manchester Street and St. Domingo Street, Oldham, was referred to, and it was suggested that this was a place which was not suitable for this kind of signalling.

Proposed Manchester Corporation Bill.—The Secretary reported that the Manchester City Council, by a small majority, had resolved to put a clause in their Bill, for powers to stop vehicles from passing stationary tramcars, when depositing and picking up passengers. He said that this was the third attempt which had been made to bring this into operation.

GENERAL COUNCIL'S REPORT.

THE half-yearly report of the General Council stated that several meetings of the Lancashire and Cheshire Joint Road Transport Council had been held, and reports as to the working of the wages agreement, made with the Transport and General Workers' Union, had been considered from time to time. The men's representatives on the council lodged a complaint respecting certain members not complying with the agreement, and the employers' representatives pointed out that in the majority of cases where that was the case, employers could not meet the expenses of paying the rates of wages in accordance with the agreement, so long as outsiders, who were their most serious competitors, were allowed to carry on at very low rates of wages. It was suggested to the men's representatives that the best way for them to assist in the bringing about of the uniformity, was for them to deal with those outsiders who were not paying the recognised rate of wages.

The position in regard to the United Road Transport Workers' Association, regarding the districts of Ashton, Hyde, Denton, Oldham, Middleton and Littleborough, is not altered. Conferences had been held with representatives of the United Road Transport Workers' Association with a view to getting them to accept arbitration so far as the Ashton district was concerned. The United Road Transport Workers' Association accepted the proposition, provided they were allowed to place before the court an application for an increase in wages. When this came before the Joint Council for consideration, the representatives of the Transport and General Workers' Union stated that they could not agree to the application made by the United Road Transport Association for an increase of wages to go before the arbitration court, although they were agreeable for the agreement made with them to be submitted for the consideration of the Court of Arbitration. The position, therefore, remained unchanged.

Committee of Road Users.—The Manchester Committee of Road Users had had under consideration a proposal for the making of Bridge Street and King Street, off Deansgate, one-way traffic streets, and arrangements were being made to alter the tramlines, so that the traffic could be operated in a reverse direction to that now in operation.

Plying for Hire Licences.—Motor coach owners who run tours both short and long distances, have found themselves in a difficult position, owing to the decision in the Grey Motors case. Several authorities have been prosecuting motor coach owners in various districts, when they had advertised single bookings. It is essential that where motor coach owners advertise single bookings, they should make application to the local authorities for a licence to empower them to ply for hire. In Manchester, it is necessary for any motor coach owner making application to ply for hire, to have his vehicle examined by one of the authorised engineers appointed by the Corporation, and also get a form signed by the manufacturer of the vehicles or his agent. This has to be sent in with the application which must state where the owner intends to pick up passengers. In Rochdale, the position is somewhat different, as the majority of motor coach owners start their tours from the Town Hall Square, and arrangements have been made, with the approval of the Chief Constable, for a rota system to be adopted, and this has worked very satisfactorily during the past season. In Oldham, the licensing authority has granted licences to motor coach owners as long as they do not run a regular service competing with the Oldham Corporation buses or tram. This also applies in Bury and Ashton districts. It is in the interests of all motor coach owners that they should combine, because the position created by legal decisions for plying for hire, will have a far-reaching effect in the future business of motor coach owners. The Committee feel that all motor coach members should use their influence to persuade other motor coach owners to join the Association.

Slippery Roads.—Complaints respecting bad roads and the slippery nature of roads, have been dealt with by the Committee, and in nearly all cases have received prompt attention from the authorities interviewed.

Haulage Rates.—The railway companies have made a further reduction in the rate for the cartage of yarn from Oldham and surrounding districts to the Manchester docks, having reduced the rate to 5s. 8d. per ton. Representatives of the Association have conferred with representatives of the shipping companies, and have agreed on a rate so far as members of the Association are concerned, of 6s. 6d. per ton, which is 10d. per ton higher than that quoted by the railway companies.

Legal defence had been provided in 52 cases.

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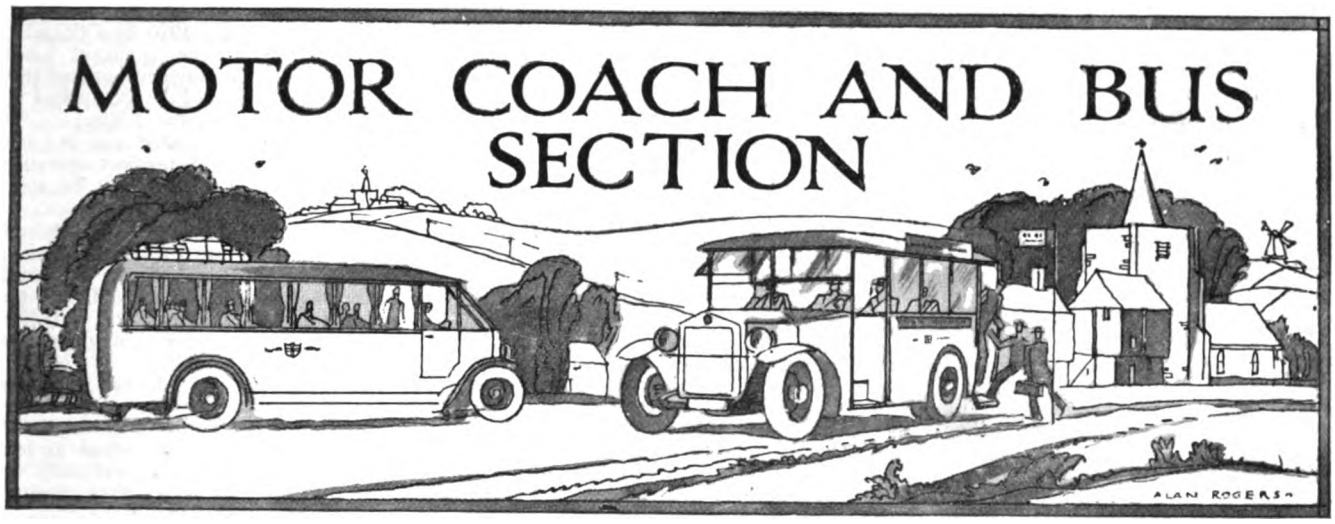

Licensing and Regulation of Public Service Vehicles.

Omnibus Owners discuss the Second Report of the Royal Commission on Transport.

A CONFERENCE convened by the Omnibus Owners' Association was held at Olympia, London, on November 12th last, to discuss the Report of the Royal Commission on Transport dealing with the Licensing and Regulation of Public Service Vehicles.

Mr. Frank Pick, the President of the Association, and managing director, London Underground Railways and London General Omnibus Co., Limited, presided. He said that the matter to be discussed was of vital importance to their industry.

The first legislative action dealing with public service vehicles dated back as far as 1847. In 1889 there was passed the Town Police Clauses Act, which dealt with horse drawn traffic. Therefore, the question of public service vehicles as we knew them to-day, had never yet been dealt with by Parliament.

As an industry, they were grateful to the Royal Commission for the great attention they had given to the subject, and for the manner in which they had received the suggestions of the omnibus owners and the consideration they had given those suggestions in drafting their Report.

In the main, he thought they could accept the Report, but it was important that it should be carefully considered.

Mr. R. J. Howley (director British Electric Traction Co., Ltd., and Chairman Standing Joint Committee of Mechanical Road Transport Associations), opening the discussion, said they should be gratified that the findings of the Royal Commission in regard to the general structure of the system which they proposed followed closely the line of evidence submitted by the Association. It was, he thought, an excellent example of what combination in regard to statutory matters could achieve, and the Report alone was sufficient, in his opinion, to justify the existence of the Omnibus Owners' Association.

The Commission proposed that the country should be divided up into large traffic areas, and suggested that there should be ten in England and Wales, and four in Scotland. Long distance vehicles operated through the areas of many existing authorities, and even with the new enlarged areas proposed, there would be many cases where services would overlap from one area into another. Yet he thought the suggestions met the case fairly well, subject to one or two minor adjustments, which could be discussed when the matter came forward in the form of a Bill.

The proposal of the Commission was that three Commissioners should be appointed to administer licensing in each area; the Chairman of each area commission would be a whole-time Officer, paid for his services.

The Minister of Transport would appoint the Chairman, and in the case of the other two, the Minister would appoint them after consultation with the principal local authorities in the various areas. The other two Commissioners, although equal in status with the Chairman, should not be whole-time Officers, but might receive such remuneration, if any, and expenses, as the Minister might determine. While generally he welcomed the proposal to appoint three area Commissioners, he thought it would be more satisfactory if the Chairman of each area was appointed to sit with two assessor commissioners, so that in the event of disagreement, the Chairman's decision would be final, subject, of course, to the right of appeal to the Minister. The two assessors, he suggested, should be appointed by the Minister from two panels. The first panel would be nominated by the local authorities, and the second panel would be appointed by the owners of licensed vehicles. He though it was one-sided that the second and third Commissioners should be appointed by the Minister after consultation with local authorities, as no mention was made of any consultation with those who used the roads and who provided the greater part of the money for the upkeep of the roads.

The Report set out a number of matters which had to be taken into consideration by the Commissioners, but nothing was said as to taking into consideration the work being done and the services which had been provided by existing omnibus owners, and he certainly thought that that part of the Report which said that in coming to a decision upon any application the Commissioners should have regard to (*inter alia*) the provision of adequate and efficient services throughout the area might have been drafted somewhat differently, so that when considering the provision of additional services the Commissioners should take into consideration the work and duties performed by existing omnibus owners working on a route.

With regard to the definitions of public service vehicles adopted in the report, Mr. Howley said that the term "express carriage" was defined as a motor vehicle carrying passengers for hire or reward at separate fares and for a journey or journeys to some one or other common destination specified beforehand, and not stopping to take up or set down passengers other than those taking the specified journey or journeys, and motor vehicles carrying passengers for hire or reward at separate fares where no fare is less than sixpence. He did not think he would disagree with the first part of the definition, but the second part "motor vehicles carrying passengers for hire or reward at separate fares, where no fare is less than sixpence," was quite unworkable. Certain licensing authorities had made the minimum fare for "express carriages" very much in excess of sixpence, in the case of Birmingham it was 2/6, and they could well see that those who were providing local services would be seriously injured with a fare restriction on an "express" vehicles as low as sixpence. He did not like the words "express carriage," and would prefer to see a vehicle called a "limited carriage."

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The Commission proposed that vehicles seating less than nine persons should remain under the control of local authorities. A good deal of damage could be done to an omnibus service by a vehicle carrying eight passengers, and he thought the Association should strongly press for the figure nine to be reduced to seven.

With regard to the licensing procedure, the first thing they would have to do would be to submit the vehicle to an expert and obtain a certificate of fitness, and if they wanted to use it as an omnibus or contract carriage, they must obtain a Public Service Vehicle Licence, and then a route licence was necessary in the case of a stage carriage before the owner could use it on a particular route, but it was at the option of the Area Commissioners whether they would require an express carriage to carry a route licence. He felt certain that if it was left to the Area Commissioners to decide whether they would require an express carriage to carry a route licence, it would be difficult, as he was afraid that in order to provide for congestion at seaside and other resorts, the Area Commissioners might require express carriages to take out route licences.

A stage carriage licence would be issued by the Area Commissioners in whose area the business of picking up originated, but if the service went into another area, the licence would have to be backed by the Area Commissioners in the second area.

A time-table was a highly technical document, and could only be drawn up by one with expert knowledge of traffic. It was proposed that time-tables must be submitted to the Area Commissioners for approval, and then displayed inside the vehicle. In this connection he thought that the Association should press the recommendation it had made to the Minister of Transport in connection with the draft Road Traffic Bill, viz.:—time-tables should be deposited so that if there was any question of services clashing, etc., the Area Commissioners should make their representations to the operators within seven days.

The report proposed that the Commissioners should have power to satisfy themselves that fares were reasonable, and he did not think owners could object to that, and if representations were made to the Area Commissioners, and if they considered it necessary in the public interest, they might, after holding a public enquiry, fix maximum and minimum fares for any service in their area. He felt that if owners were to get some form of protection for regular services from competition, they must expect some form of control over fares, but that control should be as wide as possible, and should only be exercised when the Commissioners could show that the fares proposed to be charged were unreasonable.

It was proposed that local authorities might make regulations for preventing any vehicle from carrying passengers in a specified street or area and for prescribing routes to be followed within the district. This was a very retrograde step. The roads belonged to the public, and the greater part of the cost of the roads was borne by the owners of vehicles. He did not think it was right that any local authority should be given power to make regulations regarding routes.

Another recommendation was that it should be the duty of a holder of a Public Service Vehicle Licence to give notice of any accident to or failure of the vehicle which might affect the safety of passengers or others. They must try to get that regulation limited as far as possible to accidents which were serious or likely to be of a serious nature. They could not possibly report every little accident.

Mr. C. Taylor (Chairman and managing director, Crosville Motor Co., Ltd.), said the report was one of the most clear and concise that they had had for along time. The outstanding feature was the recommendation that there should be Area Commissioners in place of the numerous licensing authorities. If the proposals were adopted with regard to route licences, it would be definitely stated where a vehicle could go and what it could do.

With regard to the classification of vehicles, it would be noticed that a stage carriage could be used as an express or contract carriage, and it seemed that everybody would licence their vehicles as stage carriages. He thought that there should be one description "stage carriage."

In the summary of recommendations under the heading of Duties of Area Commissioners, paragraph 8, sub. paragraph D, it said, "The Commissioners shall have discretion to hear and consider representations from persons other than applicants, but it shall be their duty to hear and consider any representations which any local authority, passenger transport undertaker, or other body or person directly interested in or affected by the proposed service may desire to make, unless the Commissioners consider such representations to be frivolous." He hoped this would be more clearly defined, and that it would be definitely laid down that Area Commissioners were compelled to have regard to existing services on the routes unders consideration.

Under Section 14 (3) of the Roads Act, 1920, if a licensing authority refused to grant a licence, the applicant could appeal to the Minister of Transport. The Owners wanted that Act amended so that the Minister should be compelled to take into consideration other licensees on the route.

Mr. E. S. Shrapnell-Smith, C.B.E., pointed out the impossibility of having rigid traffic areas. Motor bus operation could not be carried on in rigid areas—there must be some fluidity.

Colonel Sydney E. Smith, C.B.E. (director, Bristol Tramways and Carriage Co., Ltd.), said that the Report started off with a reference to legislation passed in 1847; he suggested that it would have been useful if it had commenced with the year 1842, as the Railway Passenger Duty Act was still law, and operators were prevented from carrying a single excess passenger.

It would be seen from Recommendation XI, that operators had to pay more. For a Public Service Vehicle Licence, there was a fee not exceeding £2 2s., and Route Licences and licences for drivers and conductors would be issued at fees of 5s. each. He contended that they already paid sufficient to the Road Fund, and if the 5s. driver's fee was charged, then the ordinary driving licence fee should not be charged.

Recommendation XIV, proposed that powers should be given to all existing licensing authorities to make regulations regarding routes, stands and stopping places, such regulations not to become operative unless confirmed by the Minister after consultation with the Area Commissioners. There was no provision apparently for representations by the operators.

It was recommended that a public inquiry by the Minister should be obligatory in the case of accidents to public service vehicles involving death, but surely the attendance of an officer from the Ministry of Transport at an inquest should suffice, and it should not be necessary to incur further trouble and expense.

Mr. O. Cecil Power (traffic manager, Birmingham and Midland Motor Omnibus Co., Ltd.), said that as to the definition of stage carriages, so far as fares were concerned, the words "any or all of which are less than sixpence," should be deleted—a stage carriage should be allowed to ply anywhere along its route. As to "express carriages," instead of the words "where no fare is less than sixpence," the figure should be at least 2s. 6d., and he would like to see it 5s. Under the definition of contract carriages, it was stated that "provided that a motor vehicle adapted to carry less than nine persons, etc." Mr. Howley considered the number should be seven, but he (Mr. Power) thought it should be four or five—four for preference, five if they insisted (laughter). In many districts they had competition from the small vehicle, and it appeared that a local authority, if permitted to licence a small vehicle, would be able to defeat the objects aimed at by appointing Area Commissioners.

With regard to time-tables, he was in favour of some powers being given to the Area Commissioners, and they should have power to co-ordinate time-tables in cases where more than one operator was running on a particular service. The Commissioners should also have power to fix minimum fares in order to protect the tramways running in municipalities. He thought they would have trouble regarding the "backing" of route licences, and that made him of opinion that six traffic areas would be sufficient. With regard to the recommendation that neither a public service vehicle licence nor a route licence should be saleable or transferable in any circumstances, this seemed contrary to one of the questions the Commissioners stated was involved in their terms of reference regarding co-ordination. If operators were not allowed to buy up existing services, they would not be able to reduce the number.

Mr. H. England, O.B.E. (director, Lancashire United Transport and Power Co., Ltd.), said that owners could not be sufficiently thankful that the report had been presented in the form in which it had, and they owed a deep debt of gratitude to Mr. Howley and those associated with him, for the work they had done.

As to the Area Commissioners being empowered to fix maximum and minimum fares, in his opinion, road transport in the future must tend in the direction of monopoly, and the tendency of the report was to create monopoly, and therefor there must be some control.

Regarding the question of insurance against third party risks, personally, he did not believe in such insurance, as if a concern was financially strong enough, it paid them to carry their own risks. If a company could prove its financial stability, it should be exempt from the provision.

Mr. A. D. Mackenzie (director and traffic manager, Southdown Motor Services, Ltd.), said he thought that on the whole, the scheme put forward by the Commission was quite workable, although it might present some little difficulties.

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Regarding the definitions of public service vehicles, it had been suggested that there should be only one category of public service vehicle, but no doubt some owners would wish to have some vehicles licensed only as contract carriages. There were many vehicles working as contract carriages, and omnibus owners did not wish to see them licensed as public service vehicles, and so to run in competition.

The question of what conditions would be attached to route licences might be critical. He took it that the Area Commissioners could attach to a route licence for an express carriage the condition that the minimum fare in a particular area, or on a particular route, should be increased from 6d. to 2s. 6d. or 3s. If that were so, it would meet the difficulty of omnibus owners. A number of licences had been granted in one of the southern areas to run at a minimum fare of 3s., and it was working quite satisfactorily.

With regard to the submission of time-tables, this would tend towards co-ordination, which was really wanted.

Whether or not they liked the idea of having to submit a schedule of fares, if they were going to have practically a monopoly, they must admit that there should be control. The man in the street thought at once of the control of his fare, and he thought that the Area Commissioners would see that it was not possible to run services at some of the fares the man in the street would like to see in force. He thought it should be clearly defined what accidents were reportable. As to licences not being saleable or transferable, he rather welcomed this proposal, and although it would make some difficulty for them, it would stop the practice of starting a service with the sole object of having it bought up by one of the larger companies.

Sir William G. Lobjoit, O.B.E. (member of the Royal Commission on Transport), who was invited by the Chairman to deal with some of the considerations which led to the recommendations contained in the Report, said they were arrived at by a process of gradual elimination of proposals made to them, which, on careful examination, proved either to be unworkable or unacceptable.

The Commissioners realised that their first duty was to consider the interest of the public. Then there was the balancing of the views of the operators on the one hand, and the local authorities on the other, and no one wanted to surrender any principle. Finally it became a question as to whether the area licensing authority should be a single Commissioner sitting alone, or whether he should be the President of a sort of court. The question of assessors was considered, but it was thought there would be benefit in having a triumvirate, each member having equal status. This would prevent personal idiosyncrasies becoming stereotyped in one area. The idea was to have a court which would act judicially.

The definitions of public service vehicles followed largely those contained in the draft Road Traffic Bill. The idea was that the stage coach should be the foundations vehicle as more exacting structural requirements would be required for it than for the others. As to the minimum fare of sixpence in the case of express carriages, it would be remembered that in the draft Road Traffic Bill 3d. was suggested, and the Commissioners thought they were taking a big step in doubling that amount.

With regard to time-tables, the idea was based largely upon practice in Northern Ireland. Maximum and minimum fares would not be fixed until there had been a public enquiry, and he thought that minimum fares would be fixed only in cases where a local authority which was providing a tramway or omnibus service could prove that the competition from other omnibuses at lower fares was seriously damaging their interest, and the interest of the ratepayers whose money was invested.

With regard to the recommendation that conditions should be attached to route licences regarding hours, wages and conditions of service, they would remember that a fair wages clause was inserted in public contracts, so that the recommendation was following precedent.

It had been suggested that in the case of a fatal accident, the presence of a representative of the Ministry of Transport at an inquest would be sufficient, but he would remind them that the coroner had only to decide how death was caused, and his inquiry did not cover other questions which might disclose information that would be of great help to providers of transport and users of the roads.

The Chairman said that the points raised would come before the Council. He thought it was agreed that the report represented a considerable advance on present practice, and operators would be glad to see, even at the expense of some of their present freedom, some better system of regulation and control established.

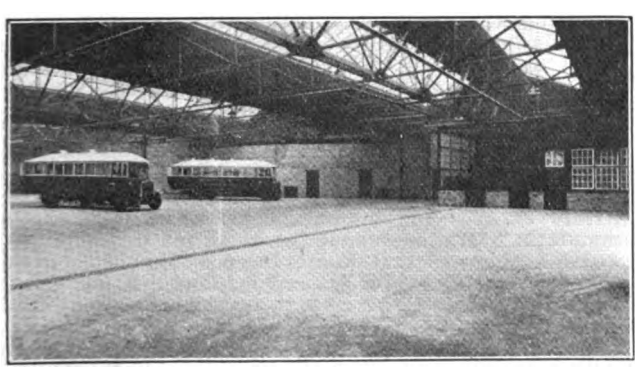
Those now engaged in providing transport services should have prior consideration in connection with the various recommendations set forth in the report. If area Commissioners were appointed, they should act judicially; they should be business men able to consider the facts put before them and to give a judicial decision upon those facts. It would be a mistake if the Area Commissioners were men with technical or special qualifications as all the technical aspects of a problem could be put before them in the same way as in an ordinary court of justice. They did not want Area Commissioners who would attempt to manage the business of the operators for them.

The Minister of Transport in the last Government established a useful precedent when he circulated the draft Road Traffic Bill, and invited criticism. Might he suggest that the present Minister should circulate a revised draft Road Traffic Bill to interested parties in order that they might consider its terms and prepare draft amendments. on points which they wished to bring under his notice.

A vote of thanks to the Chairman for presiding, proposed by Mr. O. Cecil Power, and carried with acclamation, concluded the proceedings.

New Motor Bus Garage for the Northern General Transport Co., Ltd.

A fresh step in the development of the extensive motor bus system of the Northern General Transport Co., Ltd. (and its subsidiary, the Jarrow and District Electric Traction Co., Ltd.), has been the erection of a large garage, with the requisite offices and stores, behind the Mile End Road at South Shields. An area of 22,800 feet is covered by the building, a special feature being the roof construction, which gives an entirely clear space over the whole of the floor. There is accommodation for 60 buses, and provision has been made for petrolling, oiling, cleaning and effecting minor repairs to the vehicles. The Hammond petrol installation, mechanically operated from a central distribution box, has a storage capacity of 10,000 gallons. Office accommodation is provided for the superintendent engineer, district traffic superintendent, and clerks; and there are also a conductors' paying-in room, ticket office, mess room, and drivers' tool lockers.



THE NORTHERN GENERAL TRANSPORT CO.'S NEW SOUTH SHIELDS GARAGE. VIEW FROM JUST INSIDE FRONT ENTRANCE.

Designed by Messrs. T. A. Page & Sons, architects, South Shields, and erected by Messrs. Wm. Hall, Ltd., Gateshead, the garage—which is the seventh of the company's service depots—has cost about £14,000, and incorporates all that is latest and best in construction. Among the interesting features on the opening day was a display of buses dating from the earliest types used by the N.G.T. Co.

Amongst those who attended were the Mayor of South Shields (Councillor J. W. Wood), the Mayor of Jarrow (Councillor W. G. Pearson), and members of the two Corporations, also of South Shields Rural District Council and Hebburn Urban District Council. They were received by Mr. J. Petrie (general manager), Mr. H. A. Stagg (resident director) and other officials, and, over the teatable, the former extended a cordial welcome to the visitors, the Mayor of South Shields responding.

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Motor Hirers and Coach Services Association.

Discussion on the Reports presented by the Royal Commission on Transport.

THE Annual General Meeting of the Motor Hirers and Coach Services Association was held at Olympia, London, on November 12th last.

Mr. H. T. Rickards (Director of Charles Rickards, Ltd., London), the President of the Association, was in the chair.

The Minutes of the last annual meeting were confirmed and the balance sheet adopted.

Mr. H. T. Rickards was unanimously re-elected President for the ensuing year.

The meeting was convened mainly to discuss the First and Second Reports of the Royal Commission on Transport and to consider the effect on the motor coaching industry of an eight-hour day—forty-eight hour week proposed under the Washington Convention.

Mr. M. Logette (Managing Director, G.B. (Motor Tours), Ltd., and Chairman of the Management Committee, Motor Hirers and Coach Services Association) presented the Reports of the Royal Commission on Transport.

He said he only proposed to deal with those items in the Reports which, in the opinion of the Council, were of paramount interest and importance.

SPEED LIMITS.

The proposal of the Commission was that motor omnibuses and coaches, if all wheels were fitted with pneumatic tyres, should be permitted a maximum speed limit of 35 m.p.h., and it was a step in the right direction. In this connection he would mention that the Minister of Transport, speaking at the opening of the Commercial Motor Transport Exhibition, said he had seen it stated that motor coaches were to go at 60 or 70 miles an hour. He did not know, the Minister said, how those reports originated, and if they were merely intended as a manufacturers publicity stunt all was well, but that if any manufacturers were proposing to spend money on building coaches to travel at such speeds he would give them the tip not to waste their money, because coaches would not be allowed to travel as such speeds. The effect of stating, continued Mr. Logette, even for publicity purposes, that coaches could travel at 60 or 70 miles an hour might cause serious reaction, and he thought they were agreed that when the question came before Parliament there was every indication that the matter of the speed limits would be left to a free vote of the House. There was a good deal of prejudice against what he might term the poor man's carriage and this might be lessened if owners instilled into the minds of their employees that there were other people on the roads besides themselves.

COMPULSORY INSURANCE.

The Commissioners thought that the case for compulsory third-party risk insurance was so strong that an attempt must be made to deal with it. The Association approved the principle. The question of third-party insurance was dealt with from two different angles in the first and second reports. In the first Report the Commissioners recommended that insurance against personal injuries to third parties should be a compulsory requirement in the case of all mechanically-propelled vehicles, and in the second Report they stated that having regard to the fact that public service vehicles were operated for profit, the Commissioners approved of the proposal that the insurance policy should be extended to cover property. He did not quite see the argument.

The Commissioners referred to vehicles standing on the highway, and pointed out that the streets were intended for the movement of traffic of all kinds, not for the purpose of parking cars, and that amongst the worst offenders were the owners of long-distance omnibuses and motor coaches. "It appears to us" the Report stated "that these persons should be compelled to provide their own garages at the terminal points." It seemed to him, Mr. Logette continued, that there was a strong reminder to operators that they had to put their house in order with regard to parking places.

DRIVERS' LICENCES.

In the second Report it was recommended that drivers of public service vehicles should be over the age of twenty-one and conductors over the age of eighteen with a saving proviso for existing licensees. He had no comment to make on that but the draft Road Traffic Bill provided that a driver should be limited to a specific type, and he thought that in-so-far as express carriages were concerned the Association should support the view that once the man was a licensed driver of some type of express carriage he should be able to drive any type of express carriage.

Dealing with the definitions of Public service vehicles contained in the Second Report, Mr. Logette said that in the case of express carriages it was recommended that the minimum fare should be sixpence. In the draft Road Traffic Bill the limiting fare proposed was 3d. and the Association made strong recommendations to the Minister that it should be 1/-. The omnibus interests in their evidence before the Royal Commission made the serious allegation that owners of long distance vehicles were attempting to fill empty seats by picking up short distance travellers, and were thus seriously interfering with those who had the explicit obligation of providing rural and urban bus services. Whether the allegation was true or not he could not say, but if the limiting fare was raised to 1/- it would widen the difference between a stage carriage and an express carriage. Some of the omnibus owners were in favour of a still higher limiting fare.

The Commissioners proposed that England and Wales should be divided into ten traffic areas with four for Scotland. For each area there would be appointed three Area Commissioners, the Chairman being appointed direct by the Minister of Transport who would also appoint the other two after consultation or on the recommendation of the principal local authorities. This was a hopeful change from the present system. A year or two ago the Ministry of Transport did not seem to think much of the idea of the Association that the licensing of public service vehicles should be dealt with on a new basis, and they were told that their suggestions would mean the uprooting of the local government system.

Existing Local Authorities were to have certain powers regarding routes and streets to be traversed in their areas and as to stands and stopping places.

It was proposed that no alteration should be made in the existing law relating to the licensing of public service vehicles constructed to carry less than nine persons. Operators knew, said Mr. Logette, that if a licence could be obtained from the local authorities for an eight-seater it might be in a position to compete unfairly with those who had to apply to the Area Commissioners for licences, and he would like to see the figure of eight reduced to five.

ROAD LICENCES.

The draft Road Traffic Bill provided that any intermediate licensing authority whose area an express carriage traversed had the power to require the Road Service (Route) licence to be endorsed or "backed" by them. The Association made strong protests against this and he was glad to note that the Commission recommended that in the case of a service of express carriages such "backing" should only be required in areas in which passengers were taken up and set down. Yet it seemed to him that there was still a fly in the ointment and in his opinion the "backing" of a route licence should only be necessary in areas in which tickets were sold. If a party touring England desired to visit Windsor Castle it would be absurd to say that because passengers were set down and taken up there, that operators must have their route licence backed by the Windsor authorities. He appreciated that such was hardly the intention of the Commissioners, but they could not afford to have any doubt on the point. They had been living with doubts, contradictions and misinterpretations for many years and as the licensing laws would not again be in the melting pot probably within their lifetime he urged that all doubtful points should be cleared up.

There was another point with regard to the route licence. Two years ago long distance coach services hardly existed, and motor coaches were then engaged mainly in operating summer services and excursion trips, and he suggested that Route Licences should be divided into two categories, i.e. (a) regular long-distance services and (b) services of a seasonal, occasional or excursional nature.

The suggestion that Area Commissioners should have power to attach to route licences conditions regarding hours, wages and conditions of service had serious possibilities.

The Commissioners recommended that neither a Public Service Vehicle Licence nor a Route Licence should be saleable or transferable in any circumstances whatsoever, and in this connection they referred to the evidence they had received on the subject of the commercial value

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which, owing to the restriction of competition, had, in recent years become attached to a licence to ply for hire with an omnibus, and on the highly undesirable practices which had arisen as regards speculation in licences. To meet the circumstances which would arise in the case of the death of an owner or operator the Commission thought that provision might be made for the issue of a Provisional Licence to the legal representative of the deceased, and that the Provisional Licence should continue in force until the next periodical review of licences by the Area Commissioners. Doubtless, said Mr. Logette, operators would have some views to express on that provision. Whilst he appreciated the principles that influenced the Commissioners in coming to that decision, he failed to see that the recommendation really provided a remedy for the evil, if the evil existed.

APPEALS.

Under Section 14 (3) of the Roads Act, 1920, there was a right of appeal to the Minister against the refusal of a licensing authority to grant a licence, and the Commission recommended that the right should continue. As to appeal procedure it had been suggested to him, continued Mr. Logette, that a change should be effected. Appeals were sometimes so informal as to border on irregularity. All sorts of irrelevant matters were allowed to be discussed; appellants could not enforce the attendance of a desired witness and could not always obtain a legal answer to a legal question. The Commission recommended that as regarded drivers' and conductors' licences the right of appeal should lie to a Court of Summary Jurisdiction, and he had heard it suggested that operators should have a similar right, but personally he thought it would be too costly, whereas the present system of appeal was within the means of everybody. In an appeal an operator, was, in a sense, fighting for part of his existence, and inquiries should, therefore, be carried out in as judicial a manner as possible. The appeal tribunal should be empowered to issue subpœnas and evidence should be taken on oath and the ordinary rules of evidence should apply.

LICENCE FEES.

Operators would have to obtain a certificate of fitness normally valid for a period of five years or some lesser period, a Public Service Vehicle Licence annually and a Route Licence annually, with drivers' and conductors' licences to be paid for annually. The Public Service Vehicle Examiners would have to be paid by somebody, and it seemed that the operator's road tax of £84 was but a minor detail. It was recommended that for a Public Service Vehicle Licence a fee not exceeding £2 2s. should be charged in respect of each vehicle, and that Route Licences and licences for drivers and conductors should be issued at nominal fees, say, 5/- per licence. There was no mention of the cost of a Certificate of Fitness. Personally, he did not think there should be any such thing as a Certifying Officer. They were told that Certifying Officers were to be appointed and paid fees on a prescribed scale in respect of the vehicles they examined, and they were further told, and it was important, that a Certifying Officer should be a properly qualified automobile engineer. They all knew what that should mean, and, with the greatest respect for that profession, they all knew what it sometimes meant. He recommended that the Association should endeavour to have inserted in any Bill the actual fee for a Certificate of Fitness. He advocated there should be no certificate and no fee.

They wanted laws that could not be misinterpreted. Let operators turn their faces to the future, and he hoped it was going to be a new and prosperous era for the industry and they must have, for a foundation, sound common-sense regulations for the licensing of public service vehicles.

During the discussion that followed it was pointed out that many services were being operated to-day on a non-paying basis and were only maintained because operators were afraid of losing the licences they held at present or might fail to get under the new regime. Operators should not be compelled to maintain non-paying services in the winter in order to ensure being able to carry the public during the summer. The Commission made it clear that they were aiming at the establishment of a controlled monopoly and it was that that operators had to fear. The proposal that licences should not be saleable or transferable in any circumstance was wrong, for what was a route licence if not the goodwill of a business. A milkman could sell his round so why should not a coach operator be able to sell his route licences which constituted his goodwill; such suggestion seemed to be bound up with the policy of a controlled monopoly. If, however, an operator was running a service between one industrial town and another he was serving the needs of business people and it was then necessary that he should maintain a regular service throughout the year, but there was no traffic to the coast in the winter to warrant a service being run.

The following resolutions were then put to the meeting and carried unanimously:—

That this General Meeting of the Motor Hirers' and Coach Services Association, being representative of coach operators throughout the country, urge that new legislation based on the first and second Reports of the Royal Commission on Transport, provide:—

1. That a licence to drive an express carriage should not be limited to a specific type of vehicle.
2. That the amount of fare denoting the difference between a stage carriage service and an express carriage service should be 1/-.
3. That in the case of an express carriage service the "backing" of a Route Licence should only be necessary in areas in which tickets for the journey are sold.
4. That in the case of express carriage services, Route Licences should be divided into two categories, i.e. (a) Regular long-distance services. (b) Services of seasonal, occasional or excursional nature.

WASHINGTON CONVENTION.

Eight-Hour Day—Forty-eight Hour Week.

Mr. R. P. Bailey said he had to put before the meeting a matter which, in the opinion of the Council, was even more serious for the industry than the question of the control of traffic on roads, and that was the Washington Convention, establishing an eight-hour day or forty-eight hour week.

The signatories to the Peace Treaty set up the League of Nations and a body called The General Conference of the International Labour Organisation comprising employers and employees or their representatives in their respective countries. The first conference of the International Labour Organisation was held in Washington in 1919, when the Washington Convention was signed, the proposals to be submitted to the countries concerned. The Convention was submitted to the British Parliament in 1921, when the House decided not to ratify it as conditions obtaining in the various countries were different. The present Government, however, had indicated its intention to ratify the Convention.

One clause in the Convention defined an industrial undertaking as including the transport of passengers or goods by road, rail, air, inland waterway, etc., and it was laid down that the working hours of any person employed in any public or private industrial undertaking should not exceed eight in one day and forty-eight in one week. It appeared that an owner driver and the managerial side of an undertaking would be exempt from the operation of the clause. It appeared also that if an employer was working a six-day week he could work eight hours for each of the six days, and if he wanted to work only a half day on Saturday, i.e., three hours, the remaining five hours of the forty-eight hour week could be worked on the other five days. If Saturday working was eliminated altogether the employer would only be able to do a forty-five hour week as he could only work nine hours in one day. Shifts could be worked of eight hours or a forty-eight hour week. The limit of an eight hour day and forty-eight hour week could only be exceeded by agreement between organisations of employers and employees.

Road Transport could not possibly be operated within such limits, and it meant that employers' federations would have to enter into negotiations with trade union organisations in order to comply with the provisions of the Convention.

A Bill to ratify the Convention had not yet been introduced into Parliament, and when it was it might be found to contain modifications, as he thought the Government would realise that some special conditions would have to be framed to deal with the road transport industry. Under the Convention overtime might be worked by permission of the Minister of Transport, supported by the trade unions, but overtime was not a recognised principle.

During the discussion that ensued, it was pointed out how impossible it would be to work long-distance coach services under the Convention as it stood.

The Association is taking every possible step to protect the industry.

A vote of thanks to the Chairman for presiding and to Mr. Logette for his address, proposed by Mr. L. Barter (Managing Director, City and Suburban Carriers, Ltd.), was carried with acclamation.

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Some Further Notes Concerning the Commercial Motor Show.

THE Magnitude of the Commercial Motor Show this year, and the innumerable new developments, prohibit a general review such as would do justice to the exhibitors. Even stand to stand reports come far short of conveying clear impressions of what were to be seen on the stands. No doubt every critical visitor remembers some particular exhibit which impressed him more than others, but it is very unlikely that all would be agreed as to which was the outstanding feature of the Show. In our opinion, the most important development was the introduction, for the first time, of the diesel engine as a practical proposition for a power unit for industrial chassis. There were but four examples of this type of engine in the show, but even that number was sufficient to be significant. There was only one of British manufacture, namely, the McLaren-Benz, the others were the Berna, Mercedes and the Saurer.

Photo] [World's Carriers.

OLYMPIA COMMERCIAL MOTOR SHOW.
VIEW OF MAIN HALL.

Continental motor manufacturers have given a great deal more attention to the development of the heavy oil engine for transport purposes than have manufacturers in this country. In fact it is doubtful if British Manufacturers would have as yet been considering it, had not the foreigner demonstrated its practicability in so remarkable a manner. It is several years now since it first came to this country, and it has already given a good account of itself as a power unit for the road roller and vehicles of that class. The next step, of course, was to adopt it for ordinary road transport purposes, and if it gives as good account of itself in the latter application as it has done for the slower moving and heavier vehicle, it will do well indeed. We do not wish our readers to jump to the conclusion because of anything we say in favour of this type of engine, that it has reached a point of class efficiency equal to that of the petrol engine.

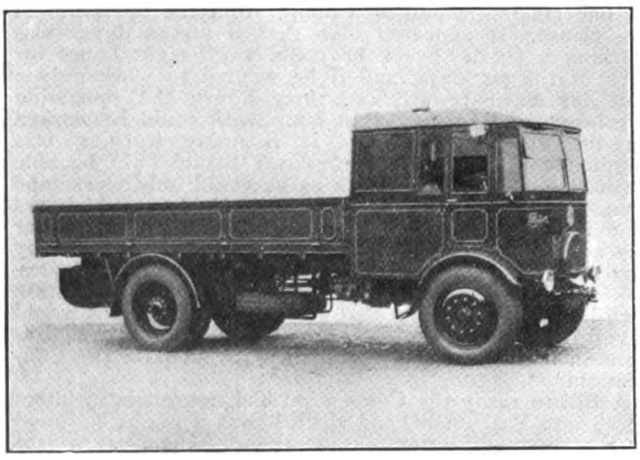
The present day petrol engine is the result of 25 to 30 years of the closest scientific research by innumerable engineers of the highest qualifications, and though the general design of the heavy oil transport engine follows closely that of the petrol engine, there will no doubt be found, as time goes on, a great number of improvements whereby the relation of power to weight in the heavy oil engine will come more nearly to correspond with that obtaining in the petrol engine. Several of our leading British manufacturers are already devoting a considerable amount of attention to heavy oil engine construction, and this in itself augers well for its future.

On the Saurer stand there was a six-cylinder heavy oil unit of particularly compact design. We cannot, of course, state with authority that this engine is a marked advance on other makes, but certainly, like the Saurer products generally, it was a very magnificent piece of engineering work. The compactness has been possible by the special type of crankshaft used, built up in seven sections. In place of the usual bearings, there are two circular plates bolted together with a peripheral floating ring running on roller bearings. These rings are bedded in the crankcase specially designed to receive them. The result is great economy in space as the greater diameter bearing is a great deal shorter than the more usual crankshaft bearing, and, furthermore, it is much freer running. This type of crankshaft is used in all Saurer six-cylinder engines.

Another feature of this engine is that it is of comparatively high speed for its type, running as it does up to 1,600 r.p.m., at which it develops 80 b.h.p.

The advantage of the heavy oil engine is remarkable economy in fuel cost. One of the principal drawbacks to its use at present is, we consider, the difficulty there would be in effecting repairs in the event of a breakdown. This, of course, can be overcome by the manufacturers organising first class service and also the objection will in time cure itself by ordinary garage proprietors and those responsible for its maintenance and adjustments becoming better acquainted with it.

The development of transport vehicles equipped with this type of engine is, we believe, regarded as a menace to the steam wagon. Our belief, however, is that it is the petrol engined lorry manufacturers who will have to "watch points," as the



THE FODEN "SPEED SIX" STEAM WAGON.

FRONT VIEW OF
THE FODEN "SPEED SIX" STEAM WAGON.

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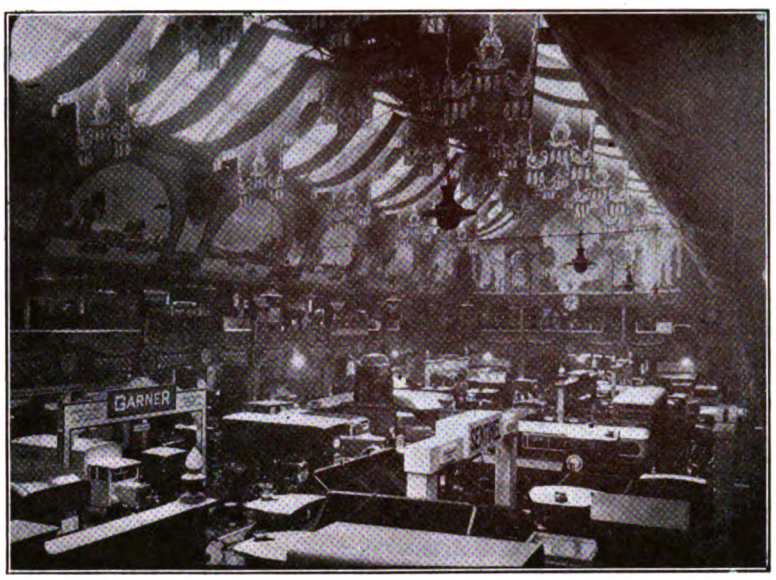
diesel engine shows a greater fuel economy as compared with the petrol engine than with the steam engine.

STEAM WAGONS.

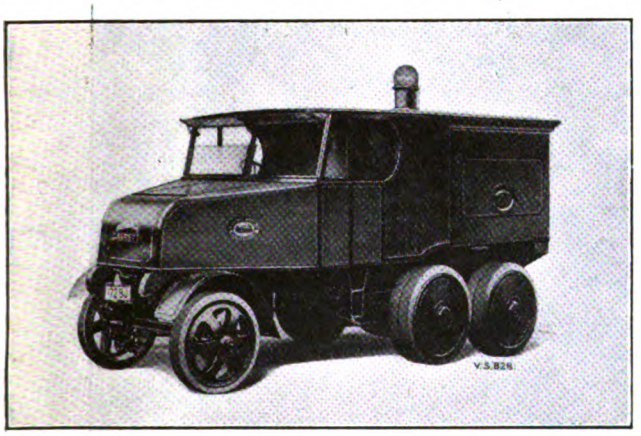
Though the steam wagon manufacturing industry was represented by only four firms, this cannot be regarded as an indication that the type of vehicle is falling into disfavour. Firms which have had the courage and enterprise to continue to improve design, are by no means lacking in support in the open market. Admittedly, steam vehicle manufacturers have suffered from exceedingly severe competition after having held practically a monopoly for many years in certain branches of the transport trade. As this competition began to be felt more keenly, some of the at one time well-known manufacturers retired from the business in despair, whilst others took their jackets off and set their backs to the wall, and have made a worthy fight which has done much to re-establish the steamer in favour in many important industries, such, for instance, as in public works transport, the quarrying industry, cement manufacturing, and various other industries where heavy transport is involved. As most of these industries are growing rapidly in importance, there should be no lack of demand for up-to-date steam lorries.



Photo] [World's Carriers.

OLYMPIA COMMERCIAL MOTOR SHOW. VIEW OF NEW HALL.

The outstanding feature of the steamer exhibits, was the Foden "Speed Six" wagon built to carry a useful load of 6 tons at 20 miles per hour. This vehicle is fitted with a medium high speed two-cylinder engine, 5 in. bore by 7 in. stroke, supplied with steam at 250 lb. pressure. It has a horizontal water-tube boiler with tubes set at an angle of 45 degrees. It is fitted with patent balance poppet valves of special design, cam operated, giving variable cut-off. There is a two speed gear, and the final drive is by propeller shaft to an over worm driven back axle. Cylinder lubrication is by special pump, and for chassis lubrication, the Tecalemit system has been adopted. The vehicle is mounted on giant pneumatic tyres 40 in. by 8 in. There is Ackermann steering, and the equipment includes an electric lighting set and a mechanical tyre pump. The vehicle has a particularly neat appearance and is not easily distinguishable as a steamer at first glance.



THE NEW GARRETT "SUFFOLK PUNCH" RIGID SIX-WHEEL STEAM TRACTOR.

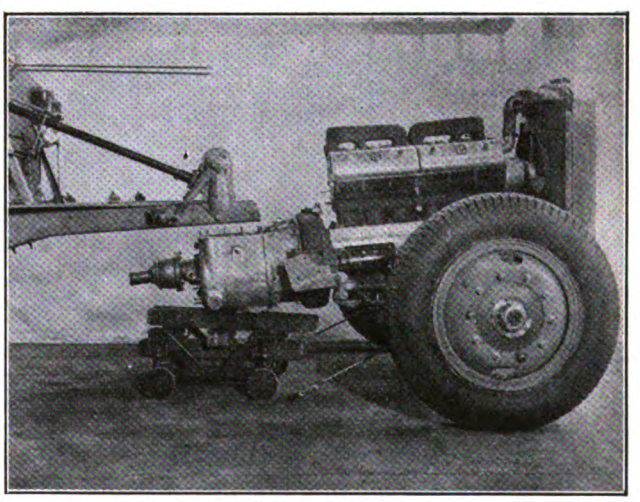
Another outstanding steam exhibit was the Garrett six-wheel "Suffolk" Punch tractor designed to haul loads of 30 tons on ordinary roads, or 20 tons across country. It is intended more particularly for overseas work. It is provided with a two-cylinder horizontal engine working at 250 lb. pressure. Power is transmitted through a two speed gear, and from thence by a pair of roller chains to the front wheels of the rear bogie. Chains also provide the drive from the front bogie wheels to the rear bogie wheels. The boiler is the vertical water tube type, and the short wheelbase is obtained by positioning the engine and gear case forward near the boiler. This tractor is also supplied as a four-wheeler.

With regard to the Sentinel wagons, there were no outstanding novelties. Readers of this joural are familiar with the type of engine employed, namely, two cylinders working at 275 lb. pressure with variable cut-off and two speed gear with the differential incorporated in the crankshaft.

Two excellent examples of Yorkshire steamers were exhibited, the special features of which are the compound vertical cylinder engine, the patent double ended loco boiler, and in the case of the six wheel models, the separate shaft drive to each bogie axle.

PETROL VEHICLES.

Turning now to the petrol vehicle exhibits: there being such a very large number covering practically every haulage requirement, and in capacities of from 3 to 4 cwt. to upwards of 20 tons, it is a practical impossibility to deal with them adequately. It is not fair even to compare them, as vehicles of equal capacity were on view, but offered at vastly different prices, so that it was not to be expected that the low priced models could compete in that refinement of finish to be found in the more expensive models. Nevertheless, the general standard of quality was certainly higher than anything we have hitherto seen. As examples of really superb engineering productions, we would cite the Maudslay 45/120 six-cylinder engined chassis. Type M.L.7, price £1,205. We imagine it to be well worth it.



SHOWING EASY DETACHABILITY OF THE ENGINE AND FRONT AXLE OF THE MORRIS "DICTATOR" CHASSIS.

A newcomer to Olympia was the Morris Commercial "Dictator" chassis, and it attracted a very great deal of attention. It has been built to the design of Mr. Charles K. Edwards, the firm's chief engineer, who is to be congratulated on his achievement. The price is moderate, namely, £890. The chassis is suitable for a 28-passenger body. Accessibility is one of its strongest features. The power unit is easily detachable from the chassis, as may be gathered from the accompanying illustration, and the gear and clutch are easily detachable from the engine. The engine develops 56 b.h.p. at 1,000 r.p.m., and 110 b.h.p. at 2,600 r.p.m. The camshaft

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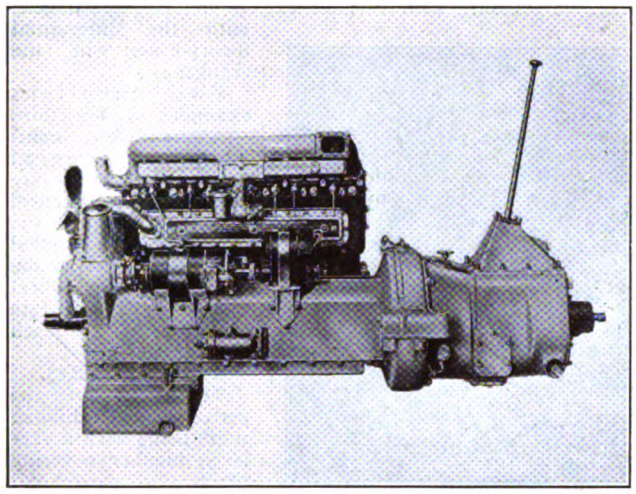
is at the top of the cylinder casting and runs in an oil bath. The cams operate directly against rockers carried on the two heads, the rockers operate in turn directly on the valve heads. No brackets are used to carry the rocker shafts, these being bolted direct to the cylinder heads. Each rocker shaft carries two rockers, and is held in place by two nuts only, the removal of which enables a pair of rockers to be removed. The engine is described as the "high cam shaft" type, and it is in fact unique in design. The rear axle is of the underslung worm type.



THE MORRIS "DICTATOR" ENGINE AND GEAR BOX UNIT.

Another interesting 110 h.p. engined chassis was the B.A.T., the engine having eight cylinders, and is known as the "Straight Eight," manufactured by Harris and Hasell (1929), Ltd., Bristol. It was, we believe, the only eight cylinder engined chassis in the show. A feature of the chassis is the rubber insulation, rubber blocks replacing the customary steel spring shackles, and the sub-frame mounting and transmission line also are rubber insulated. It is provided with the "Lussy" outrigger frame, providing very low loading. The braking consists of twin cylinder hydraulic brakes, with an entirely novel patented system of progressive leverage. The price of this chassis at works is £850.

Thornycroft products need no introduction to readers of this journal, and their exhibits are always a centre of interest at the commercial vehicle shows. This year the centre of interest on the stand was the type J.C. rigid six-wheeled six cylinder engined 10-ton chassis. It has a four speed gear box and an auxiliary gear may also be fitted as an extra. A feature of the chassis is the bogie suspension, which has been designed to give even distribution of weight on all four wheels and freedom from spring distortion under all conditions of driving and braking, irrespective of the relative movements of the axles, in order to afford equal driving results from each wheel. Four inverted semi-elliptic springs are pivotted at their centres to brackets rigidly attached to the frame, and are mounted at each end upon the driving axles. The springs form the only connection between the axles and the frame. The suspension is designed to permit of 6 in. difference in driving axle levels. Excessive movement is prevented by rubber buffers above and below the axles.

Another most interesting vehicle was the F.W.D. six-wheel drive six-wheeler exhibited for the first time. It was fitted with an A.E.C. six-cylinder engine, developing 92 h.p. at 2,400 r.p.m. A four speed gear box is mounted unit with the engine and with the auxiliary gear box, eight speeds are provided. Both front and rear axles are of the fully floating bevel type. The bogie suspension is built to the War Office patented principle, and is designed for 18 in. free up and down movement of the axles without spring or frame distortion. We understand the drawbar pull of this machine is 12,600 lb.

Space forbids us going into further detail of exhibits, otherwise quite a great deal might be written concerning the excellent range of Albions, including a new model since the last show, this being a 24-seater bus chassis with a six cylinder engine. Also the A.J.S. "Commodore" chassis which has already been described in detail in *The World's Carriers.*

Bristol Tramways and Carriage Co., exhibited, amongst other models, a new six cylinder four-wheel chassis which attracted much attention. There was also shown a six-wheel six cylinder chassis, this too being a new product.

Amongst a very large range of Dennis vehicles, the centre of attraction was the new model known as the "Arrow" six cylinder chassis for a 32 seater body.

A THORNYCROFT 5-TON SIX-WHEELER ENGAGED ON AFRICAN TRANSPORT.

The Daimler chassis, as exhibited, has already been fully described in these pages. Perhaps the principal feature is the extensive use of aluminium alloy which has been used in order to reduce weight.

Dealing now with the more general features of the Show: we were much struck with the new form of development of the tractor trailer or articulated six-wheeler; either appellation seems to fit it. It is, in fact, a combination of a light motor, that is a motor weighing under 2 tons, and a trailer

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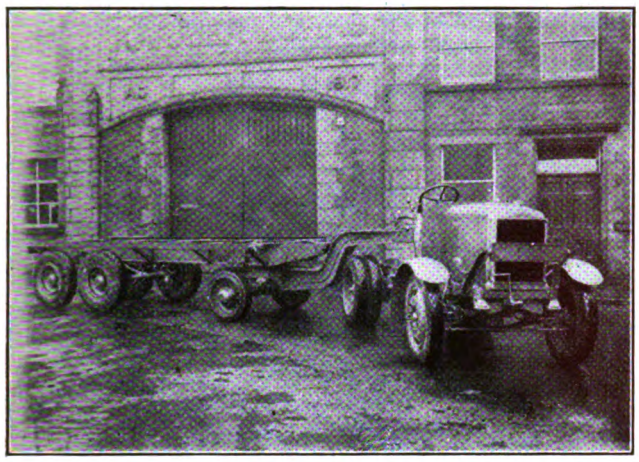
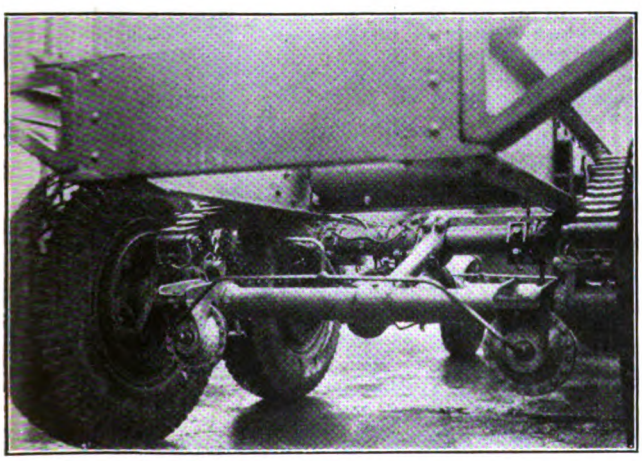
with either two, four or six wheels, but so constructed in the case of the four and six wheel models, that the front wheels may be raised from the ground and their load transmitted to the rear wheels of the tractor. This very interesting combination can handle loads of from 6 tons to upwards of 12 tons, according to the gearing supplied. Braking arrangements and automatic couplings between tractor and trailer have been most carefully considered. The combination is much favoured by railway companies and all those business firms who have heavy loads requiring quick transport. The tractor can be used, of course, in conjunction with two or more trailers. The tractor tax is £21 only, and the speed limit is the same as that for a private car. It is a remarkable development, and one which will extend as soon as its economy is appreciated. First class examples of these vehicles were to be seen on the "Karrier" and "Chenard Walcker" stands.



THE KARRIER "TT" COMBINATION VEHICLE. VIEW OF TRACTOR CHASSIS COUPLED TO 10-TON (SIX-WHEEL) KARRIER TRAILER.

RIGID SIX-WHEELERS.

With regard to rigid six-wheelers:—there are few firms now which do not provide them. The additional axle, providing as it does additional loading space and carrying capacity at minimum cost. The rigid six-wheeler is constructed for the transport of loads in a range of sizes from as little as 1 ton to upwards of 12 tons. It has the merit of reducing axle weight and the ability to travel over rough ground impossible to the four-wheeler; for this reason it is a favourite amongst overseas buyers, and is likely to become a great factor in the development of our Colonies and Dominions.



DETAILED VIEW SHOWING REAR AXLES OF 10-TON (SIX-WHEEL) KARRIER TRAILER.

TRACTOR DEVELOPMENT.

Another interesting development is that which had its origin in the agricultural tractor, and was represented at the exhibition by the Rushton, Latil and International, the Rushton being of entirely British construction. One feature of these machines is their robustness and compactness of design, and another is their adaptability for a great variety of purposes. As already stated, they were originally designed for agricultural haulage such as ploughing, and, indeed, for any class of haulage about the farm as well as for driving fixed machinery, and for this class of work they remain eminently suitable. The same machines to-day, by varying the wheel equipment, are equally suitable for road haulage, and, in addition, they may be equipped with shovel attachments for handling all kinds of loose material and loading it into trucks. This type of tractor may be termed the "handy man" in the motor transport trade.

TRAILERS.

Trailer development has been progressive for many years past either to use in conjunction with a special tractor unit, or to supplement the carrying capacity of the ordinary lorry, but recent years have seen much improvement in design so as to fit the vehicle for what are indeed extraordinary loads. In almost all branches of the engineering trade, increasingly heavy unit loads have to be transported and, as a rule, these units can be more conveniently transported by road than by rail, consequently, trailer manufacturers have paid much attention to load distribution over any number of axles, so that the danger of wheels sinking in roads not provided with adequate foundations, is reduced to a minimum.

A very striking example of this type of trailer was to be seen on the Dyson stand. It is built to take a load of 110 tons, and itself weighs 32 tons. It has a flat steel platform of massive construction fitted with rings and hooks for the purpose of securing the load, and the platform is supported on steel rollers on the two bogies. The trailer is provided with eight axles, each axle carrying two wheels, and each wheel is fitted with four solid rubber tyres 26 in. by 6 in., thus there are in all 64 tyres. Steering is through both bogies, so that the track of the rear bogie follows almost exactly in the track of the front bogie and the turning circle is consequently remarkably small. The wheels are universally fitted so that they adapt themselves to the irregularities of the road.

On the Dyson stand was also to be seen a horse box trailer of excellent construction, and the Eccles stand also had several equally first class examples of these popular vehicles.

BODYWORK.

Dealing first with passenger vehicle bodies, except in the matter of comfortable seating we cannot say that much progress has been made since the Commercial Vehicle Show two years ago. One would have imagined such items as buffet and lavatory accommodation would have been improved, having regard to the fact that long distance motor coaching is increasing in popularity instead of being dispensed with, except in one instance. Naturally, if it is possible always to be sure that the vehicles can be loaded to their full extent, the space occupied by these conveniences becomes valuable; but careful observation shows that this seldom is the case, a two-third load generally being regarded as a good one. One wonders, therefore, how many potential passengers refrain from making a journey by coach because of the lack of accommodation considered essential in every long distance railway coach. Otherwise, the luxury seating accommodation in long distance coaches appears to have reached a stage when it can no longer be improved upon for financial reasons.

There is room for improvement also in passenger vehicles, both of the local and long distance class, in the matter of getting rid of the exhaust fumes from the engine. How far this has been improved, of course, could not be judged at the exhibition, but during extensive coaching tours during the summer, we found this nuisance certainly very noticeable. Even opening windows did not seem to get rid of it, and it was worse in the front seats than in those at the rear, but the rear seats had the drawback of being more subject to jolting due to unevenness of the road and perhaps not very efficient springing, than those in the front. These are, of course, matters which only become apparent in actual service, that is to say, however comfortable a coach may appear on its stand at Olympia, it may be quite the reverse when travelling along the road. For long distance coach services the six-wheeled vehicle is not yet favoured to any extent by manufacturers, but we imagine it will have to come in order to provide maximum comfort for the passengers.

The general improvement of buses, both of the single and double deck description, was particularly apparent after having arrived at Olympia in one of London's buses! On the other hand the same thing is noticeable by comparison when either business or pleasure takes us to the provinces, where we find the public service passenger vehicles much in advance of those of the metropolis.

FREIGHT BODIES.

Concerning goods carrying bodies, no particular advance appears to have been made since the last Show.

Tipping bodies remain practically as they were, and though there are no doubt improvements in tipping gears, the effect is just the same. On various occasions we have seen ingenious and apparently practical loading and unloading equipment but they do not appear to materialise.

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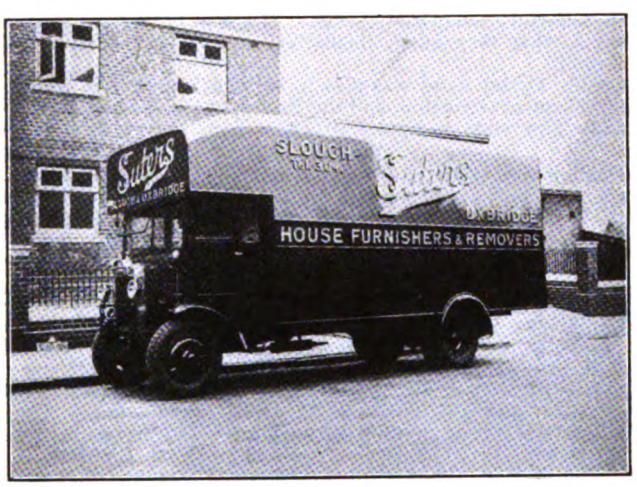
There has been an improvement in the case of certain van bodies for light chassis for loads of considerable bulk in relation to weight. In this connection an excellent example is afforded by the Garner furniture van mounted on a 60/65 cwt. chassis, model J.O., forward drive, fitted with the Garner patent easily accessible engine arrangement. The inside dimensions of this body are 17 ft. long by 7ft. wide by 8ft. high, giving, with extra space above the driver's cab, 1,006 cubic ft. capacity. The vehicle complete, including all fittings, and even a mechanical tyre pump is priced at £795. It is claimed by the makers to give the greatest loading capacity of any body mounted on a similar capacity chassis on the market.

Excellent examples of modern refuse collecting bodies were shown on the Vulcan and W. and G. du Cros stands. The Eagle body, mounted on 2½ ton Vulcan chassis, appealed to us particularly because, by the utilisation of canvas instead of metal for the covers or doors, minimum effort is required to work them, and, moreover, when the cover is open to receive the contents of a dustbin, canvas curtains on each side of the cover protect the refuse from wind in practically any direction, and so the refuse is prevented from scattering.

The principle on which the model to which we refer is constructed, is that of a lever arrangement whereby when the dustman places his foot on a bar or pedal a few inches above the ground, the cover automatically opens and closes immediately his foot is removed. The body on the Du Cros stand, though similarly arranged, has the bar placed so that the pressure of the dustman's shoulder opens the cover. The covers are exceedingly light, being made of aluminium, and the construction and appearance are all that can be desired.



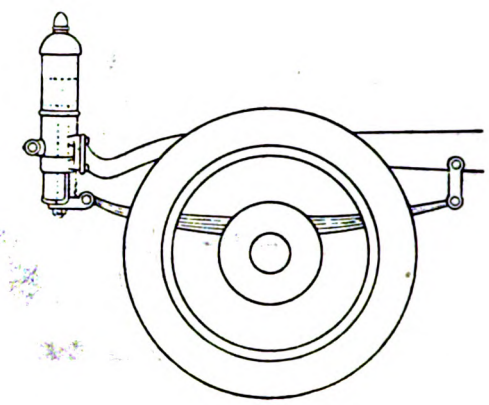
THE GARNER "JO" TYPE 1,006 CUB. FT. CAPACITY FURNITURE VAN.

MISCELLANEOUS.

The "Silentbloc" bush was an interesting feature of the T. B. Andre & Co., Ltd.'s stand. It consists of a rubber bush contained within inner and outer metal sleeves, the rubber bush is made of a larger external diameter, and smaller internal diameter than are finally required, the length, likewise, being considerably less than when forced into position. When forced into position, the outside diameter decreases and the inside diameter increases, and its length also increases. By this process a perfectly silent bush is provided, and no lubrication is required, nor can there be any rattle or squeak, it is suitable particularly for spring shackle bearings, brake gear joints and steering gear bearings.

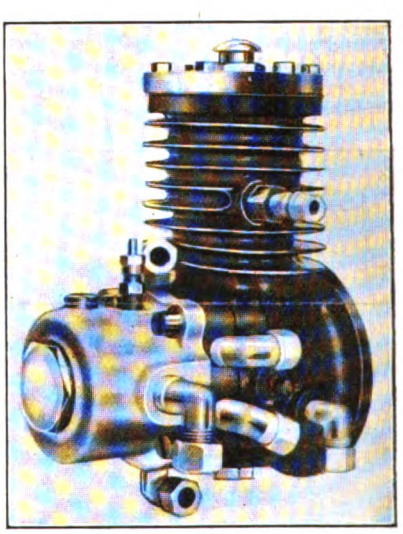
Another interesting bush was to be seen on the Hardy Spicer stand, known as the Compo. Compo is described as a die-pressed bronze bearing which has a porous structure forming a reservoir containing 25 per cent. to 30 per cent. of oil. It requires neither oil grooves nor lubricator hole. The lubricator may be placed against the outside of the Compo bush and the oil will pass in filtration form throughout every part of the bush providing a perfectly lubricated surface to the revolving shaft it supports. The slightest increase of temperature brings additional oil to the surface, thus providing additional lubrication. It is particularly suitable for water pumps, clutch pilots, brake assemblies and chassis bearings.

Our attention was drawn to the D. & B. clutch fitted to vehicles exhibited by Karrier Motors at Olympia. The manufacturers and patentees of this clutch are Dickinson & Bassett, 13/14 Fisher Street, Swansea. It provides a primary engagement taken by a spring controlled annular plate suitably lined, and is so designed to enable the vehicle to take the initial load with a total absence of "snatch" or fierceness. Although the primary plate will transmit sufficient power to enable the vehicle to be moved, it is not intended to transmit the full power of the engine. Consequently, the action of the primary plate will function in such a way that it is impossible for any fierce or harsh action to be set up during engagement. The secondary and final engagement of the clutch allows a positive drive to be obtained, and as the relative speeds of the driving and driven members are approximately the same, there is no possibility of any harshness being set up during engagement of the final drive. The primary plate, when engaged, definitely assures localisation of the cone, and nullifies any errors due to spigot wear or unsuitable angles.



SHOWING POSITION OF THE "GRUSS" AIR SPRING FITMENT.

The Gruss air springs were fitted to the Gilford chassis at Olympia, and it was the first occasion on which they have been exhibited in London. It is claimed that they reduce road shock by upwards of 34 per cent. They consist of sturdy telescopic cylinders mounted between the ends of the laminated springs and the frame. The portion attached to the frame is a rigid housing in which the piston attached to the steel spring, slides up and down. The air spring is inflated just as a tyre, through an air valve at the top of the housing. The piston rests upon the cushion of air. When a blow is delivered upon the wheel, it is transmitted to the spring. From there it passes to the piston and causes it to move upwards in the cylinder, building up the air pressure to absorb the blow.



THE HEYWOOD-J.A.P. COMPRESSED AIR STARTER.

An interesting compressed air starter was shown on the stand of the Equipment & Engineering Co., Ltd. It is supplied by J. A. Prestwich & Co., Ltd., and is known as the Heywood-J.A.P. high pressure injection starter, designed to provide an instant starter, adaptable to high powered internal combustion engines. Its weight for engine powers of from 50 to 800 h.p. is only 12 lbs. or, with a tank and piping complete, 28 lbs. It consists of a small automatic compressor with a compound distributor. The pump maintains a constant pressure in a small tank of a capacity of half a cubic foot of air at a pressure of 400 lbs. per square inch. By pressure on the starter button, compressed air is admitted to the cylinders on the power stroke. Simultaneously, a properly carburetted mixture is forced into the cylinders in cyclic order on the compression stroke. If ignition is in order, the engine will start with the first piston over the dead centre.

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London Shipping and Forwarding Agents' Conference.

32nd Annual Dinner.

The Annual Dinner of the London Shipping and Forwarding Agents' Conference was held at the Café Royal, Regent Street, London, on November 25th last.

Mr. M. E. Duffett, the President of the Conference, presided, and among those present were:—

Sir Edward Crowe, C.M.G. (Comptroller General of the Department of Overseas Trade); Sir Geoffrey Clarke, C.S.I., O.B.E. (Deputy Chairman of the Council of the London Chamber of Commerce); Sir Ernest Benn, Bart.; Mr. J. Ballantyne (Chief Goods Manager, L.M.S. Railway); Mr. B. G. Arthur, M.B.E.; Mr. H. G. Bedell (Birt, Potter and Hughes, Ltd.); Mr. J. Blair (Nippon, Yusen Kaisha Co., Ltd.); Mr. G. J. Cowan (New Zealand Shipping Co., Ltd.); Mr. H. G. Crellin (Elder, Dempster & Co., Ltd.); Mr. C. M. Cummins (Cunard Steamship Co., Ltd.); Mr. P. Dance (Atlantic Transport Co., Ltd.); The Rev. Owen Davies; Mr. A. M. Dennis (Chief Continental Goods Assistant to the Chief Commercial Manager, Southern Railway); Mr. F. Edmeades (President, Association of Master Lightermen and Barge Owners); Mr. A. W. Heard (Chairman, British Association of Shipping and Forwarding Agents); Mr. W. H. Elder (Vice-Chairman, British Association of Shipping and Forwarding Agents and Hon. Secretary, Humber Forwarding Agents' Association); Mr. N. N. Bird (Vice-Chairman, British Association of Shipping and Forwarding Agents); Mr. V. H. Fenny (Freight Manager, P. & O. Line); Mr. A. L. Gibson (Continental Traffic Manager (South) L. & N.E. Railway); Mr. W. G. Guthrie (Trinder, Anderson & Co.); Mr. H. S. Gwyn (Bethell, Gwyn & Co.); Mr. J. A. Hawkyard (Anderson, Green and Co., Ltd.); Mr. W. Howard Horder (Union Castle Mail Steamship Co., Ltd.); Mr. G. C. Horton (Chairman, Liverpool Shipping and Forwarding Agents' Association); Mr. L. G. Johnston (Killick, Martin and Co.); Mr. R. W. Jones (Aberdeen and Commonwealth Line); Mr. H. B. G. Larkin (P. & O. Branch Service); Mr. A. de V. Leigh, M.B.E., M.A. (Secretary, London Chamber of Commerce); Mr H. P. Lumb (Chairman, Manchester Shipping and Forwarding Agents' Conference); Mr. J. Macmillan (Shaw, Savill & Albion Co., Ltd.); Mr. E. Morgan (Ellerman & Bucknall Steamship Co., Ltd.); Mr. D. J. Owen (General Manager, Port of London Authority); Mr. G. Saxon-Jones (Canadian Pacific Railway Co.); Mr. E. Shand (The American Merchant Lines); Mr. S. Sparkes (General Steam Navigation Co.); Mr. P. R. Turner (President, London Cartage and Haulage Contractors' Association); Mr. W. T. Caves (Secretary, Wholesale Textile Association); Mr. F. W. Challis and Mr. E. W. Willis, Editor, "The World's Carriers."

SIR GEOFFREY CLARKE, C.S.I., O.B.E.

Overseas Trade.

Sir Geoffrey Clarke, C.S.I., O.B.E., Deputy Chairman of the Council of the London Chamber of Commerce, proposing the toast of "Our Overseas Trade," said he felt somewhat diffident in talking about overseas trade to an audience composed of experts.

An island like ours was absolutely dependent upon overseas trade, and the problem we had to face was that of obtaining a regular, continuous and adequate supply of the necessaries of life for the very existence of our nation. To solve that problem was, he thought, only possible in one way, and that was to obtain our imports by offering in return our products and our services. We had to meet competition on every side, and the results of the war were with us to-day.

The Handicap of Tariff Walls.

Foreign countries had erected tariff walls because many found they could not compete in the world's markets unless they were highly protected, and it was those tariff walls that were such a tremendous obstacle to the development of our overseas trade.

Might he refer to one of the great results of the war, namely, the extraordinary condition laid down that allowed reparations to be paid in kind. Perhaps those who laid down that condition did not realise that by so doing they were conferring almost the greatest possible benefit upon the debtor country to the greatest possible injury of the creditor country.

Despite all obstacles, however, he thought it was very much to the credit of our British merchants, and spoke well for their salesmanship and organisation, that we still held a large proportion of the world's trade and were able to compete in foreign markets. Possibly there was room for improvement in our salesmanship, there was in everything, but Great Britain had a great advantage, namely, the high quality of her work. British goods held the field for quality everywhere, and another great advantage was her commercial integrity.

We had competition to face in our Empire markets. We had an advantage in imperial preference, and due to that we had been able to compete successfully in so many of our Empire markets, but it might raise the whole plane of our relations with our Dominions if every member of the great British Commonwealth, whilst fully safeguarding its own essentials and those things necessary for its existence, could frame trade policies, not for the benefit of one particular country or another, but for the benefit of all members of the British Commonwealth. The prosperity of one country depended so much upon the prosperity of others, and the great objective that we should try to attain was the prosperity of the whole.

For an island like ours, which depended upon overseas trade, cheap and efficient transport was a great necessity, and in this respect England was peculiarly well placed. Our ports were well situated as regarded our staple products. We had excellent railway systems, and we alone, almost in the whole world, welcomed the shipping of the world to our shores without any hindrance and without flag discrimination, so that the traders of Great Britain had not only at their disposal our own magnificent commercial fleet but the ocean going tonnage of the whole world.

The Value of the Shipping and Forwarding Agent.

We should not get the full advantages from the liners carrying traffic from port to port unless we had an efficient system for the collection and distribution of goods, and that lay in the hands of the Shipping and Forwarding Agents. Perhaps there was no body of people in the world who knew more about overseas trade or was more intimately connected with it than the shipping and forwarding agents, who were in a position, he would not say to dictate to the shipping companies, but certainly to give them very sound advice, and to put them on the right lines, and he thought it was in the interests of shipping that a strong and influential association such as the London Shipping and Forwarding Agents' Conference should exist and be in a position to deal fairly and squarely with the various shipping conferences, and to be able to give them a right idea of what their customers required and the best way of satisfying those requirements. Really the overseas trade of Great Britain largely rested in the hands of the shipping and forwarding agents. It was a very great responsibility and a very great trust, yet those who had watched what the London Conference had done in the past, and what it was now doing, were confident that they would not betray that trust. (Applause.)

SIR EDWARD CROWE, C.M.G.

Sir Edward Crowe, C.M.G., Comptroller General of the Department of Overseas Trade, responding, said he was very glad to hear Sir Geoffrey Clarke say that the fate of our overseas trade was in the hands of the shipping and forwarding agents, and he handed it over to them with the greatest pleasure (laughter) because, as Mr. J. H. Thomas had said many times since his return from Canada, and since he took over the extremely difficult appointment of Minister of Employment, our overseas

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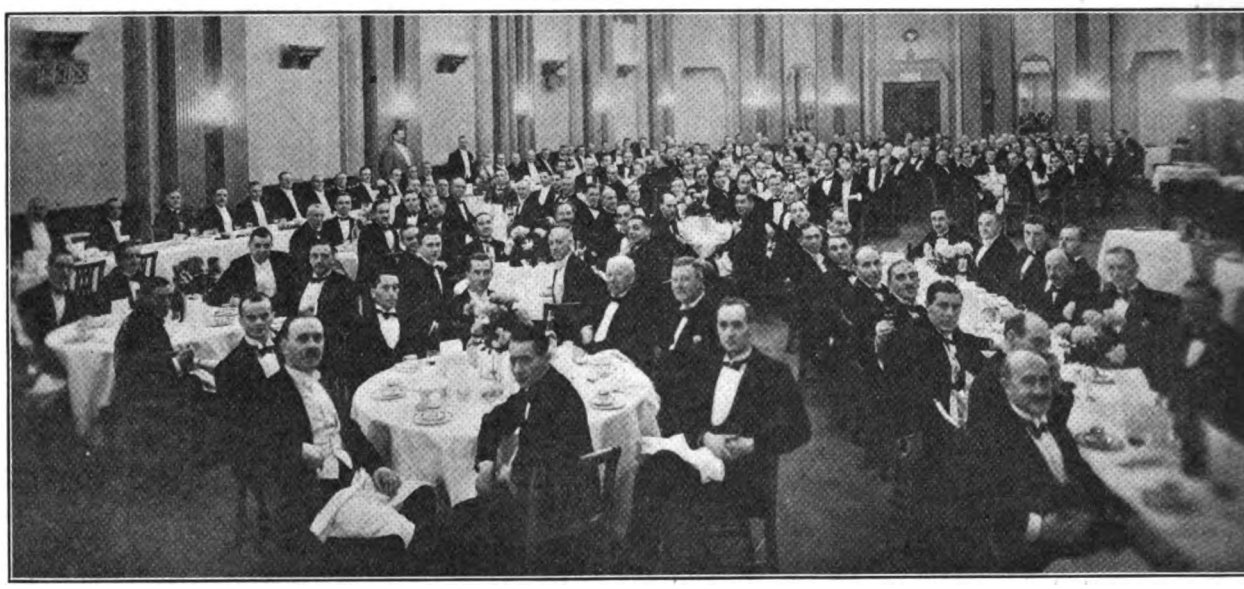
trade was one of the most important questions before the country to-day.

Overseas trade was the method by which we could, perhaps, counter the dreadful problem of unemployment, and Sir Geoffrey Clarke was right when he said to the shipping and forwarding agents that they had a great deal to do with the prosperity of that trade.

He was told by competent authorities that many of our difficulties were caused by the fact that we did not always deliver our goods abroad in exactly the way the customer required. Of course we had been the greatest trading nation for a century, and what we did not know about trade was perhaps not worth knowing, but there were a few trades our competitors had got hold of by sometimes delivering goods in a way more acceptable to the customer than the way in which we had delivered them, and he wondered whether, in such cases, the shipping and forwarding agents, who dealt with shipping problems could sometimes put our manufacturers and merchants wise to the mistakes they were making. It was not impossible, of course, that the manufacturer and the merchant would turn to them and say "mind your own business, I am sending my goods through you and I do not want to learn anything more," but he thought there were times when the shipping and forwarding agents might, perhaps, be of help to them.



ANNUAL DINNER OF THE LONDON SHIPPING AND FORWARDING AGENTS' CONFERENCE.
STANDING AT TOP TABLE, MR. M. E. DUFFETT, PRESIDENT OF THE CONFERENCE.

THE PROBLEM OF LATE DELIVERY.

Sir Geoffrey Clarke had mentioned the question of salesmanship, and he agreed with him that we had some of the finest salesmen in the world, but still he thought there might be something wrong here and there, and for that reason a committee was appointed by Lord Eustace Percy to consider education for salesmanship. He had been privileged to see an advance copy of the report of the Committee and he had noticed a paragraph which struck him as being of considerable interest to the shipping and forwarding agents because it dealt with a problem which was often brought to his notice, and that was the question of the late delivery of goods. Many times they were told that the consumers in foreign countries wished to place orders in this country, but had been disappointed because goods ordered on previous occasions had been delivered late. The Committee in their report said:—

> "British exporters have been frequently criticised in the past for delay in delivery of goods, or for requiring an excessive time for delivery. Though there is reason for thinking that this shortcoming has been largely remedied in some markets, there is, to judge from our evidence, still ground for criticism. The export manager, it is said by one of our witnesses, "should hold that deliveries on the promised date are as important as his prayers," and implies that many do not, while another witness, speaking of a European market of a difficult character, states that a good deal of harm has been done on occasion by British firms falling to make delivery up to time. Another says: "It is, perhaps, also worth pointing out that complaints are frequently heard that English firms are less expeditious in answering letters and enquiries and in submitting quotations than German houses." Complaints of failure to make delivery up to date, or of delay in supplying quotations or tendering for contracts, have also reached us from other sources."

He did think it was important they should see that where goods were ordered for export by a certain date that they were there on that date. He was perfectly certain that it was not the fault of the shipping and forwarding agents, who would never dream of anything going wrong with their arrangements. (Laughter.)

They must concentrate on developing our overseas trade. Many countries had put up tariffs against us because they had got to protect the industries they themselves had started, and it was difficult for us to compete in those particular countries, but why should it be difficult for us to compete with the manufacturers in, say, country "A" for markets in country "B" when there was a tariff against both countries' manufacturers?

If, in the course of their work, the shipping and forwarding agents could see any chance of pointing out where the British manufacturer, or merchant, was going wrong, or missing chances, and where they thought he could be put right, he hoped they would not hesitate to tell the Department of Overseas Trade. They should not mind even if they thought it might be a little embarrassing or a little indiscreet, but come and see him or write him a private note and say "look here, so and so is going wrong," and he would look into it and try to put things right. His job was to look after overseas trade and he would be only too glad to help in every possible way. (Applause.)

Sir Ernest Benn, Bart., proposing the toast of "The London Shipping and Forwarding Agents' Conference" said he held that the services rendered by the shipping and forwarding agents were in the centre of all we meant when we discussed social and industrial and commonwealth problems. The problem of distribution was the problem of forwarding, and the problem of selling was a vital question. It might be said that we knew all about the making of things but we had yet to learn a lot about distribution, and most of our troubles arose out of our failure to succeed in the matter of distribution.

He congratulated the members of the London Shipping and Forwarding Agents' Conference most heartily upon holding their 32nd Annual Banquet, and, whilst thinking of their glorious past and their promising future, might he suggest that they take their hats off to the past and their coats off to the future. (Applause.)

REPLY BY THE CHAIRMAN.

Mr. M. E. Duffett (President of the Conference and Vice-Chairman of the British Association of Shipping and Forwarding Agents), was received with enthusiasm when he rose to reply to the toast.

Looking back over the past year, he said, one was impressed by the good work the Conference had done. The shipping and forwarding agent had to be the guide, philosopher and friend of the shipowner, the exporter and the importer, and it was his duty to obtain the best terms and to do the best he could, and to conduct his business in a just way for the benefit of all concerned.

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Although it could not be said that during the past year trade had been very flourishing; when they remembered that about one-third of the world's surface and about a quarter of its population had been, as it were, demobilised in regard to trade, this being due as they all knew to internal revolution and civil strife, it was to him amazing that the trade of this country had remained as good as it had. From the point of view of the forwarding agent, owing to the numerous world-wide ramifications of his business, fluctuations of trade were tempered by the fact that when one trade was bad another was good, and that when imports went down exports often went up, and so there remained a general average. That might, perhaps, be due to the fact that the shipping and forwarding agents were in a position to cope with extraneous business as it cropped up.

One side of the times which was very gratifying was that there was a marked change in regard to the position of the forwarding agent. For a number of years it had been distinctly noticeable that he had been more or less eliminated, but that process of attempting to eliminate him as a useless middle man appeared to be lessening considerably. That might be due to the fact that the greater technical knowledge required in these days in regard to customs, tariffs, railways, steamships, etc., was beyond the capacity of any but the competent and reliable shipping agent. There were those who were willing to admit it, whilst those who had adopted a forwarding department or a forwarding section or even a forwarding clerk, were coming to the conclusion that the unnecessary worry, trouble and endless expense entailed was such that instead of losing money by attempting to go outside their own province by doing the work which the shipping and forwarding agents were in the habit of doing, it would be wiser to adopt another method and to devote their energies to the development of their own proper business which they rightly understood.

WHAT THE SHIPPING AGENT MUST KNOW AND BE.

There were others who would tell them that the forwarding and shipping agent's business was simplicity itself, but that was not correct. They had to bear in mind that the shipping and forwarding agent had to have a knowledge of geography and a grasp of figures, together with a general knowledge of the descriptions of goods and their relative weights and measures, and he also had to know the consular requirements of every country in the world. He had to be carman, shipowner, lighterman, wharfinger, warehouseman and packer, and he had to have legal knowledge. He was a banker and moneylender, and some of their clients appeared to be under the impression that that was his rightful avocation. (Laughter.) That was only part of what he had to do because, in addition, there was insurance, settlement of claims, rates of freight by rail, air and sea, and he must be an authority on mails in regard to the delivery of documents, and unless the forwarding agent was able, at any moment, to advise his client correctly, he was not considered to be worth employing. Thus would they see how necessary it was in the interests of all concerned that only a really live and reputable forwarding and shipping agent should be employed.

A LITTLE KNOWLEDGE A DANGEROUS THING.

There was an old saying that a little knowledge was a dangerous thing, and as an instance he might tell them that a large firm wrote to the Press mentioning the terrible iniquities of H.M. Customs, and complained of serious delay in obtaining delivery of imports. He took steps to ascertain the facts and found that the delay was due entirely to lack of knowledge of Customs requirements on the part of the firm in question. Had any of those present that evening had the matter in hand he was quite sure that they could have delivered the goods within two days to the clever merchant, who would thus not only have been saved a great deal of worry and trouble, but would also have saved a great deal of time and expense. Unfortunately, in theirs as in other trades, there were black sheep, and the Conference in their own interests as well as in the interests of the public kept a watchful eye on those who adopted methods likely to bring discredit upon their profession, and by appropriate action had been able to bring to the notice of the authorities, concerns which were acting in a reprehensible way and were doing the shipping and forwarding agents a great deal of harm and damaging their reputation. It was, and must always be, their aim to raise the status of their industry and to do all possible for the protection of their members and incidentally of the public.

KINDRED ASSOCIATIONS.

Their collaboration with their contemporaries both in America and on the Continent had been very successful, and had done a great deal of good.

Politics did not enter into their activities, but the ways of politicians were of great interest to them, and they viewed with curiosity and sometimes alarm the trend of events, for a change in Customs regulations, or the imposition of a new Duty was of vital importance especially should it tend to hamper trade.

They had to be abreast of the times and keep themselves fully posted, so that they might be of assistance to their clients in the development of their businesses. Transport was a great trade, and what many people overlooked was the fact that the costs of transport were often of more importance in price making than many other factors which received greater attention. It was one of the duties of the shipping and forwarding agent to obtain the best price, not necessarily the cheapest, and to send goods by the most suitable route, and knowing as they did all routes they often did much to alleviate and solve difficulties and so helped to promote trade. There must be full co-operation between industry and transport if they were to increase exports, and he would remind them of the assistance they had received in various ways from the Railway Companies and Customs and Port Authorities which had made the forwarding agent's calling very much easier, and his hearers would agree that the closer their acquaintanceship with the shipping companies, railway companies and others, and the more friendly their relations the smoother would be the working of the various phases of transport which was so essential to the development of this country. The trade of the Port of London was maintained, and the record during this year, so he was informed, was even better than anticipated. There was, however, one matter which still remained to be carefully considered and that was the question of charges. London was not a very difficult Port, and to enable our manufacturers successfully to compete with some of the Continental Ports it was very necessary that the costs of delivery from the docks putting on export steamers and taking off import steamers, should be reduced, but before that could be done a great deal would have to be accomplished to improve the approaches to the docks because congestion there was the cause of much unnecessary expense which ought to be avoided.

He would like to see members take a more lively interest in the meetings of the Conference and in the many matters dealt with which were common to all of them. They had a most energetic Council which did a great deal of hard work holding last year no less than 45 meetings. The Council was ready to tackle any question, but would be much happier if a more lively interest was taken by the individual member, particularly in the meetings of the different sections.

PROPOSED STAFF PENSION FUND.

There was one other matter he would like to touch upon and that was the question of establishing a staff pension fund. Such schemes had been adopted by many other trades, and he would like the members to consider whether the time had not come when something similar should be done by the shipping and forwarding agents' members of the Conference. There existed already individual schemes of a contributory character for the payment of a pension at a certain age or alternatively at death, but he thought that better terms could, perhaps, be obtained by them as a body than if the matter was approached by the individual member. He would like the members to think over the matter and to communicate their views to the Secretary, because he did feel that there was something in the scheme which would be not only good for themselves as companies and firms, but also a very good thing from the point of view of their staffs. (Applause.)

Mr. E. W. Turvey, proposing the toast of "Our Guests," said that a shipping and forwarding agent must be versatile, and it seemed to him that the only thing he was not yet expected to undertake were the duties of an announcer at the B.B.C. (Laughter.)

He assured all the visitors that the London Shipping and Forwarding Agents' Conference did appreciate their presence that night.

The toast was to be responded to by Mr. A. W. Heard, the excellent Chairman of the British Association of Shipping and Forwarding Agents. They were looking to Mr. Heard to lead them towards a happier state of affairs than had existed in the past, and to point out to them the road they should pursue in the future. They looked to him also to raise the position of the Shipping and Forwarding Agent to a higher plane. They extended to Mr. Heard the hand of friendship and wished him jolly good luck in his office of Chairman of the British Association of Shipping and Forwarding Agents. (Applause.)

It was his pleasure, also, to couple with the toast the name of Mr. E. W. Willis, the Editor of *The World's Carriers and Carrying Trades' Review*. Mr. Willis was a very good friend to every shipping and forwarding agent. (Applause.)

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Mr. A. W. Heard (Chairman, British Association of Shipping and Forwarding Agents), replying on behalf of the visitors, thanked sincerely the London Shipping and Forwarding Agents' Conference for their hospitality. He complimented Mr. M. E. Duffett upon the inspiring address he had delivered, and said that if the forwarding agents followed Mr. Duffett's able lead he was sure they would come out right in the end. Personally, he would do all he possibly could to enhance the status of the forwarding agents. The experience gained by the London Shipping and Forwarding Agents' Conference was invaluable. They all hoped that the British Association of Shipping and Forwarding Agents would draw all existing Shipping and Forwarding Agents Associations and the members of the industry together, and unite their forces for the benefit of the shipping and forwarding agents all over the country. If they pulled together he felt sure they could impress upon all that they were people to be reckoned with, and that their advice, experience and assistance really were of much value. (Applause.)

Mr. E. W. Willis, Editor of *The World's Carriers and Carrying Trades' Review,* said he esteemed it a great honour to be asked to respond, with Mr. Heard, to the toast of the guests. He recalled that it had been his privilege and pleasure to endeavour to help forward the interests of the London Shipping and Forwarding Agents' Conference ever since the year 1904-5, and that it was in 1905 that their very popular President, Mr. M. E. Duffett, was elected Hon. Secretary of the Conference. He joined with Mr. Heard in wishing the London Conference all prosperity. (Applause.)

Port of London Authority.

OPENING the Port of London Authority Staff Arts and Crafts Exhibition recently, Mr. D. J. Owen, the General Manager, said it was gratifying to find such artistic talent among the staff of the Port of London Authority, and he thought it went to prove that they were not all gross materialists, and in that respect were better able to serve the Authority and thus the community which the Authority was constituted to serve. It was gratifying to think that the Port Authority had performed its duty in an exceptional manner, and he knew of no other public institution which exceeded it in the way in which it served the community.

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Concurrently with the steady increase in the tonnage of shipping using the docks of the Port of London, there has been an increased demand for facilities at public moorings in the river for vessels requiring to discharge or load part cargoes. The Port of London Authority have, therefore, decided, subject to local conditions as regards dredging operations, etc., to increase the capacity of certain of the public moorings at Greenwich, Charlton and Woolwich. In addition, new mooring berths are proposed in Woolwich Reach and at Swanscombe.

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A new floating pneumatic grain elevator shortly to be delivered to the Port of London Authority, is to be named the "Thomas Wiles," after the Rt. Hon. Thomas Wiles, P.C., a Member of the Port of London Authority who is closely associated with the grain and flour trade of the Port.

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The Port of London shipping figures are up 2,000,000 tons for the seven months ended 30th October, compared with the same period last year. The 34,793,215 net reg. tons of shipping which used the Port during the period in question, is a record in the history of the Port. Additional tonnage in vessels arriving from India, China, British West Indies, Guiana, British Honduras, United States, South America, Baltic and North European Ports, accounts for the increase. In view of the publicity given to the ship repairing activities of some of the Continental Ports, it is gratifying to be able to record a substantial increase in the use of the Port of London Authority's dry docks during recent months. Exports passing over the Authority's quays during the seven months ended October, show an increase of nearly 7 per cent., the figures being the best for any similar period since 1920.

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The Port of London Authority have decided, in the interests of London's Port and trade generally, to take part in the International, Colonial and Maritime Exhibition, to be held at Antwerp from April to October next year.

The Port of London Authority have recently instituted their own enquiries throughout Canada in regard to the opportunities of developing trade between Canada and the Port of London, and in view of the growing interest throughout commercial and industrial circles, the following extracts from a letter addressed by Mr. F. Maclure Sclanders, Saint John Board of Trade, New Brunswick, Canada, to Mr. A. E. Wildey, Publicity Officer, P.L.A., provides food for thought, and, it is to be hoped, action.—"So far as the great Port of London is concerned, people on this side probably know less of it than they do of Glasgow and Liverpool. Perhaps we do not have enough sailings to and from here and London. Perhaps the shipping interests of London have not fully awakened to the importance—the ever-growing importance—of Canada's ocean traffic. At any rate, according to my own experience, I would say that the impression is correct that too little is known of the Port of London on this side. . . . Particularly during the past few years, leading ports through the world seem to have awakened in a very thorough sense to the value of good publicity. But, in my respectful opinion, such publicity must be followed up by the personal touch, which, in turn, must involve some practical proposition attractive to the other fellow. I would say that the Port of London might find it profitable to have a throroughly experienced representative spend six months on this side, meeting the right people and getting his finger closely upon the pulse of the whole situation. There has been far too little of this personal touch between the Old Country and Canada. . . . When your merchants or manufacturers send their representatives here, they rarely send the right type of man who can impress the right people. Mostly, it would seem as though the instructions received by such representatives were to cover the country in two or three weeks at the most, and to do it just as economically as it could possibly be done. That sort of thing will not do. No man can hopefully cover a country almost as big as Europe—especially a sparsely populated country, with long distances between its populous centres—and to do it properly in a week or two, and without spending pretty generously. However, at the most, the visits of such representatives are like those of angels—few and far between. If Great Britain had paid as little attention to her other less important foreign markets as she has done in the case of Canada, she certainly would not have been the Great Britain that we know to-day. If your people want this market, they must go after it; and they must be prepared to pay the price. Such a price would prove a wonderful investment—and the present moment is probably more propitious than any in the past."

Future of Canals.

MR. HERBERT MORRISON (Minister of Transport), made an important reference to canals during the debate on national transport facilities in the House of Commons.

Railways, road transport and canals, he said, and to some extent coastwise shipping, were competing and conflicting with each other while the total cost of transport was correspondingly increased. "The policy of the Government," he declared, "is to promote the co-ordination of transport undertakings, always providing that that co-ordination is in the public interest, and is not going to place the community at the mercy of a private monopoly set up by statute or authorised by statute."

Mr. R. Fane de Salis, the President of the Canal Association, points out that canals suffer under great disabilities. Thirty-three companies, including four railway companies, he stated, own 2,475 miles, the remainder consisting of navigable rivers and drainage areas, being chiefly controlled by fifty-one public bodies. The Royal Commission of 1906 came to the conclusion that the first essential to progress was unification of ownership.

The first step in this direction was taken last year by the amalgamation of the Regent's, Grand Junction, Warwick and Napton, and Warwick and Birmingham Canals, which are now owned and controlled by the Grand Union Canal Company.

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THE Government's readiness to support schemes for the development of canals was shown in a reply made by Mr. Herbert Morrison, Minister of Transport, to a question in the House of Commons, on 27th November. Mr. Geoffrey Mander, M.P., Wolverhampton, E., asked:—"Whether the Government will give support to the efforts being made by the canal owners of this country to amalgamate and rationalise their industry on a national basis, and render it independent of other interests." Mr. Morrison replied:—"It is my desire to encourage all schemes for the economic development of canals and other transport undertakings."

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Van Oppen & Co., Ltd.

On Friday, 29th November, 1929, Van Oppen & Co., Ltd., international transport, shipping, insurance and freight brokers, established 1879, whose head offices are at 90 & 91, Bartholomew Close, London, E.C.1, celebrated their 50th anniversary. It was a proud day for Mr. W. Van Oppen, the founder of the firm, and still the managing director. The occasion was marked by the presentation to him of a handsome Old English silver rosewater bowl by the staffs of Van Oppen & Co., Ltd., Van Oppen & Co. (Holland), Ltd., Societe de Transports Van Oppen, Ltd. (France), and Van Oppen & Co. (Inc.), New York. The bowl, which was made by Mr. Omar Ramsden, bears the inscription: "I was wrought for William Van Oppen in the year of our Lord MCMXXIX by command of his staff to mark the fiftieth anniversary of his founding of the House of Van Oppen." Mr. Van Oppen was also presented with an illuminated address from the staffs of the said companies, and with a silver rose bowl by Mr. A. F. J. Brown, secretary and director, who has been associated with Mr. Van Oppen's activities for forty years. Telegrams of congratulation were received from the staffs in the U.S.A., France, Holland, and the various offices of the Company in the United Kingdom.

MR. W. VAN OPPEN.

The firm of Van Oppen & Co., Ltd., was established in London on 1st December, 1879, and branches now exist in the principal ports and commercial centres of the United Kingdom, and other companies have been formed to transact business in Holland, France and the U.S.A. These various associations comprise nearly a score of offices, and the name of Van Oppen has become known all over the world in connection with the transport of goods, for the business is a general one and is not confined to any particular class of goods or to any particular country. Groupage services are maintained to and from all the principal Continental centres, and equally important business is done with the British Dominions overseas and, in fact, with all parts of the world. The firm are also experts in the shipment of livestock and household removals, and were selected as the official carrying agents to the Exhibition of Dutch Art, recently held in London at the Royal Academy, and to many other Exhibitions, including that of Retrospective British Art just held in Brussels.

Port of Gloucester. — Some of the special features claimed for the Port of Gloucester are, quick despatch and moderate rates; all modern facilities for traffic; direct water, rail and road connection between ocean steamer and consuming districts, without intermediate transhipment; cheapest rates for transport from docks to Midlands. The Port of Gloucester is situated on the estuary of the River Severn, the ocean dock at Sharpness being connected with the Gloucester Docks by a Ship Canal. The Sharpness Docks provide accommodation for vessels up to 9,000 tons carrying capacity, and, by means of the canal, vessels up to 1,200 tons capacity navigate to Gloucester. Any information regarding facilities at the Port may be obtained upon application to Mr. E. Manning Lewis, M.Inst.T., General Manager and Secretary. Sharpness New Docks, and Gloucester and Birmingham Navigation Company, Port of Gloucester, Dock Office, Gloucester.

New Thames Motor Tug.

RECENTLY we had an opportunity of inspecting the new tug "President," owned by Messrs. G. J. Palmer & Sons, of 10 High Street, Poplar. The "President" is the first full diesel multi-cylinder engined tug appearing on the River Thames and is to take regular work of towing up Bow Creek to the River Lea and up to Kingston-on-Thames.

The engine is a new type known as cold starting full diesel. Previously, only semi-diesel engines have been used in motor vessels and tugs, these being commonly known as hot bulb engines, in which the cylinder head has to be previously heated by blow lamps to enable the fuel to explode. This new type engine, using common fuel oil, relies for ignition of the fuel upon the heat generated by compression of air in the cylinder.

It is only of late years that semi-diesel engines have been used in tugs, and this new full diesel engined tug marks a new era in tug engines. No coal whatever is used as in steam driven tugs. Fuelling takes only about thirty minutes for fourteen days supply.

This new engine does not need an open flame of external heat of any kind, the whole engine being only of moderate temperature when running full load.

G. J. PALMER & SONS' TUG "PRESIDENT."

Since their first semi-diesel engined tug, the "Pioneer," was introduced to the Thames, a number of tug owners mostly using steam have adopted this type of engine, and the firm predict that it is only a matter of time before the steam engine will be obsolete, giving way to full diesel engines.

Whilst being an old established firm in London, Messrs. G. J. Palmer & Sons, have built up their towing business relying on new engines of modern type to keep abreast of competition, these being able to operate more economically than steam engines. This is why they have put this new engined tug on the river for towing, as they believe that the best machinery is necessary if they are to compete successfully.

The engine is a British production, and the makers are Messrs. Norris, Henty & Gardners, Ltd., of Patricroft.

When the "President" made her first run under load, the tug ran from London to Kingston towing four heavily loaded barges in good time.

Port of Bristol. — The Port of Bristol has a history extending back over two thousand years. This western gateway of England is the market and distributing centre for grain, provisions and other goods for the West of England, and the Port, under the enterprising management of the City Authorities, has developed other important departments of industry, and no effort has been spared to render its equipment so complete and efficient as to meet every modern requirement. The Authority publish monthly an official guide and list of sailings, copies of which, price 2d., may be obtained upon application to the Commercial Manager, Port of Bristol Authority, Queen Square, Bristol.

Ports of the London and North Eastern Railway.—The London and North Eastern Railway Company's docks and harbours form a magnificent chain of modern ports, extending from Harwich, in the South, to the Tay in the north, and include such historical and world-famous ocean gateways as the Humber, the Tees, the Tyne, and the Firth of Forth on the East, and Silloth on the West. Sailings from the Company's ports are regular and frequent, dock charges are low, and compare favourably with other seaboards. Particulars of facilities, rates and charges will be gladly supplied on application to the Goods Manager, L.N.E.R. (Southern Area), Hamilton House, 155 Bishopsgate, London, E.C.2.

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Liverpool Shipping and Forwarding Agents' Association.

29th Annual General Meeting.

THE 29th Annual General Meeting of the Liverpool Shipping and Forwarding Agents' Association, and the 9th of the Incorporated Association, was held at the Exchange Hotel, Liverpool, on Wednesday, 20th November.

Mr. G. C. Horton presided, and amongst those present were :—

Messrs. Thos. T. Inglis and David Inglis (David Inglis and Co.); R. E. Corkhill (C. Shaw Lovell and Sons, Ltd.); Thos. L. S. Dooly (W. W. Jones, Dooly and Co., Ltd.); Arthur H. Clint (R. Steinmann and Co.); D. G. Boyd (Elder Dempster and Co., Ltd.); Chas. G. O'Donnell (Browne, Geveke and Co.); J. Flounders (Donaldson Bros., Ltd.); D. J. Hughes (The Transport and Export Co., Ltd.); J. Mitchell Jones (Andrews Gillespie and Co.); John Walton (James Hewitt and Co., Ltd.); J. H. Hughes (Maccabe, Hughes and Alexander, Ltd.); W. R. Lloyd (W. R. Lloyd and Co.); J. A. Eckes (Langstaff Erembert and Co.); A. F. Bower (F. Bower and Co.); F. Goodwin (Thos. Cook and Son, Ltd.); C. A. Brameld (G. A. Woodcock, Ltd.); C. Stockwell (Stockwell and Co., Ltd.); J. R. Grant (Escombe McGrath and Co.); W. W. Hodgkins (Du Temple and Co.); J. E. Brown (H. and W. Nelson, Ltd.); Fred. J. Adams (Wm. Roberts and Co.); J. Hilmar Jones (Rogers and Bright, Ltd.).

Apologies for non-attendance were received from the President (Mr. David Jones), Messrs. J. Jude, C.C., C. V. Berrin and C. E. Turner.

In moving the adoption of the report and accounts, the Chairman said, "the Association was steadily advancing. The membership was keeping up to the standard, and finances were also very satisfactory.

"The Association is well represented at the Chamber of Commerce Committees, etc., and through the local chamber, at the Federation of British Chambers of Commerce. I would like to urge all our members who are not already members of the Chamber of Commerce to become members, as I believe the influence of the international chambers must have a very useful and beneficial influence, towards eventually removing many of the barriers which to-day impede the free flowing of commerce between the various countries, and finally help towards the promotion of a commercial league of nations.

"The Council is also working in complete harmony with other forwarding agents' associations, including that of New York. A member of our Council has just been re-elected to the Liverpool City Council.

"It is very pleasing and encouraging to learn from the Annual Report of the Mersey Docks and Harbour Board, just published, that Liverpool retains her proud position as the chief exporting port of the British Isles. As forwarding agents, this is particularly gratifying to us, as undoubtedly our efforts, canvassing, etc., must have no little influence on the exports passing through Liverpool. We occasionally criticise the control, not the controllers, of the port; but such criticism is only prompted by a sincere desire to increase the standing and success of the port and to remove grounds for stronger comments from other sources. It will be only just to express the Association's appreciation of the, at all times, willing co-operation of the Mersey Docks and Harbour Board and its various officials; likewise that of the steamship companies, etc. We know the propositions which we place before them do receive considered and sympathetic attention, and that when such proposition cannot be accepted, then there are real reasons for the non-acceptance.

"We have still our long-standing grievance—we want a direct representative of the Liverpool Shipping and Forwarding Agents' Association elected to the Mersey Docks and Harbour Board, in keeping with the privilege granted to other trade associations of the port. We have many friends on the Board, but that is not quite the same as having our own nominee. We should like to see the Board more representative of the various interests so deeply concerned in the success of the port; but this must not be considered in any way advocating control by the City Council; just the reverse. Our Association, however, whilst very keen on increasing the volume of traffic passing through the port of Liverpool, cannot be content to obtain that end, simply by taking away trade from the other British ports. We want to see a general increase in the trade of the British Isles and to share proportionately in such increase. Many solutions are being proferred for the improvement of trade in general, as it cannot be denied that we are not participating to our rightful extent in the world's commerce, which, I think, now shows signs of a gradual and general development.

"One of the chief factors in securing and retaining foreign trade, which in my opinion must prove to be the real salvation of Great Britain, is ability to quote equal prices, terms, etc., as our foreign competitors. Before this necessary end can be achieved, our national and local expenditure and other calls upon commerce must be decreased. I am confident that our greatest handicap in securing foreign orders is the high selling prices necessary to satisfy the demands for rates, taxes, rents, etc., which are out of proportion to those demanded from our principal competitors. We have the brains, the intiative, the reputation, and, I think, the enthusiasm; but these are overweighted by heavy overhead charges, particularly local rates. This doctrine of national and local economy has been advanced on many occasions, but unfortunately without apparent results; in fact the tendency to-day appears to be towards increases rather than decreases.

"The Derating Bill may prove an effort in the right direction; even though it has resulted in many of us having to pay increased rates. The remuneration from sheltered professions is not quite in line with that from unsheltered or competitive professions. Were it not for the deplorable number of unemployed, it might be difficult to emphasise with success the poor state of the trade of the country. The display of apparent wealth and luxury was never so evident as it is to-day. The amounts invested in war loan, saving certificates, post office saving banks, etc., seem to be creating record after record. Perhaps the explanation is not unconnected with the remuneration from sheltered professions, which, if I may say so without offence, is dependent to a large extent on the unsheltered or competitive professions. Public services are costing far too much. Another serious drawback to home and foreign trade is the high rate demanded for borrowed money. This must be a very serious item for such bodies as the Corporation and the Mersey Docks and Harbour Board. The return to pre-war conditions in this respect would have an enormous influence on the financial welfare of the country, etc. I have already stated that we have the brains and initiative, but it is essential that these be properly applied.

"The world's commerce is continually changing, and must be on the changed conditions that the British manufacturer, etc., concentrates with keenness and thoroughness. Old methods will not secure new business. The progress of the British motor car and artificial silk industries is a striking example that we, as a nation, can be alive to the possibilities of the comparatively new industries. Commercial aviation, pulverised coal fuel, may also prove welcome new sources of employment and revenue. Whilst I am against 'state aid' as a general principle, preferring 'self help,' I recognise that with the present abnormal conditions, the Government might seriously consider whether it could help the advancement of new industries, which might lessen the army of unemployed, and eventually prove real assets to the nation.

"Another suggested source of increased trade is the extension of the hours for shopping. It is claimed that whilst there is little limit to the hours amusement can be purchased, there is a very rigid limit to the time when the more essential things can be obtained; therefore money which might be spent on the latter, now goes to the former, which is less productive.

"It may be unwise to venture suggestions as to what are the prospects for the future, but it will be agreed that during the past year, the ground has been prepared for progress towards international peace with all its accruing advantages to international commerce, etc. This spirit of desire for international peace is helping towards British industrial peace. Employer and employee are recognising co-operation produces much better mutual results than 'pulling against each other'; that capital and labour have both principal parts to play in industry. A spirit of optimism seems now to be quite justified, and a walk down the principal shipping street in Liverpool, cannot but awaken this spirit and prove that the leading lights in shipping and banking, etc., have faith in the increasing prosperity and future of the port of Liverpool.

"Whilst Liverpool may not be exactly booming, we are justified in our faith in the future of the port, and this faith should engender greater enthusiasm in our rendering every assistance towards its further development. If not out of place, the pleasure of the Association might be expressed at the acceptance by so eminent a shipowner of the Lord Mayoralty of our city, and our congratulation and wishes for a happy and successful year of office be sent to Mr. Lawrence D. Holt. In conclusion, I have to express my thanks for the co-operation of our Council, who devote a considerable amount of time to the interests of our Association, and to emphasise

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the valuable assistance we receive from our secretary, Mr. S. L. Jude."

The Vice-Chairman, Mr. W. R. Lloyd, seconded the resolution for the adoption of the accounts, which was carried unanimously.

The Secretary, Mr. S. L. Jude, announced that no members of the Council retired this year, and as no nominations had been received for the one vacancy, there would be no election.

The President, Chairman and Vice-Chairman, were accorded a vote of thanks on the proposition of Mr. Hughes, seconded by Mr. Flounders.

Short discussions followed on various matters of interest to shipping and forwarding agents. Mr. Bower referred to the monthly circulars that were issued by the Association summarising the activities of the Council. It struck him that if the information given, was supplemented or dealt with at greater length, the circulars would be of more value to members. One item in a circular mentioned receipt of a notification of certain revised rates. Probably most of the members of the Association knew what those rates were, but possibly there were others who did not. He thought, therefore, that where possible, fuller information should be given.

The Chairman said it was the desire of the Council that the circulars should be as informative as possible, but various considerations could not be overlooked. He hoped the Council would find it possible to increase the size of the circular, if necessary.

Another shipping and forwarding agent mentioned the fact that the Dock Board, at one time, used to send out notices informing shipping and forwarding agents that their goods were due off the quay on a certain date. To-day, however, in many instances, the agent could not get his consignments from the quays without incurring watching charges, due entirely to the absence of any notification. Could not the Association take the matter up with the Dock Board.

The Chairman replied that it was purely an act of grace on the part of the steamship companies to send out notices. The matter would, however, be taken up by the Council.

News from the Ports.

Merseyside Area.

Liverpool Shipping and Fordwarding Agents' Association.—The annual dinner of the Liverpool Shipping and Forwarding Agents' Association, whose annual general meeting is reported on another page, will be held on Saturday, 18th January, 1930, at the Midland Adelphi Hotel, Liverpool.

14,422,000 Tons of Goods.—From the Mersey Docks and Harbour Board we have received a copy of the annual acounts for the period ended 1st July, 1929, together with the statement of the chairman, Mr. Richard D. Holt, who makes a review of the works undertaken during the year. The revenue from ships shows an increase of £135,000 over that of last year, mainly due to the reduction in the harbour rates and to the increase in the foreign dock tonnage and wharf rates. The rates and dues on goods foreign inwards show an increase of £15,000 and on goods foreign outwards an increase of £6,000, but there was a loss of nearly £12,000 on coastwise dues, resulting from the remission of dues outwards coastwise made on the 1st April last in anticipation of the derating relief. The tonnage of vessels paying dock tonnage rates was 15,553,104 tons, an increase of 306,983 tons on the previous year and only 341,303 tons less than the figure for 1927 which was artificially swollen by the coal stoppage. The estimated weight of goods on which dues were paid was 14,422,000 tons, as against 13,970,000 tons in 1928, an increase of 3 per cent. approximately. "Considering that we are living in a time when trade is not enjoying exceptional prosperity and finance is not particularly easy," says Mr. Holt, "the record of our port for the year, both in trade and finance, seems to be by no means unsatisfactory, and to afford no ground of encouragement for those who are so fond of lamenting the decay of the port of Liverpool. And I fear that these gentlemen will not get much comfort in the near future, for I am glad to be able to state that there has been a very marked improvement in our trade since the beginning of August."

De-rating Benefits.—In consequence of the Government's de-rating scheme, the Mersey Docks and Harbour Board has decided to reduce the charges for railway haulage between the dock estate and the Liverpool railway stations by 33 1/3 per cent. Thus a benefit will accrue to all classes of goods dealt with under the haulage system, both inwards and outwards. From January 1st, inclusive, the dock tonnage rates and wharf rates on the various classes of foreign-going vessels will be reduced by five per cent. In anticipation of the benefits to be received under the de-rating scheme all goods exported coastwise were exempted from outwards town dues as from April 1st last. Dock rates and town dues have also been reduced. Motor cars and motor wagons for export have been put on a tonnage basis, at the request of the trade, and the reduction in the outward rate is equivalent to 50 per cent.

Lower Dock Rates.—Mersey Docks and Harbour Board have directed that, as from the 1st January next, a reduction of five per cent. be made in the dock tonnage rates and wharf rates on ships as regards the rates applicable to Voyage Classes Nos. 4, 5, 6 and 7 shall operate.

Dry Goods Primage Rate.—Notice has been given to shippers by the Cunard Steamship Co., Ltd., and the White Star Line, of the discontinuation of the primage of 10% which has hitherto been charged from Liverpool by these two companies on the dry goods rate. The net tonnage rate is now applied on shipments.

Manchester Area.

Manchester Conference.—One of the principal questions discussed at the monthly meeting of the Manchester Shipping and Forwarding Agents' Conference, held on 14th November (Mr. H. P. Lumb presiding), was the competition of East Coast ports where no charge is made for the clearance of non-dutiable goods. After a thorough discussion, the meeting decided to support the British Association of Shipping and Forwarding Agents, which is conducting negotiations with the Humber Conference with a view to amicably settling the question. Another topic to which attention was given was the issue of through bills of lading to interior towns in the United Kingdom. Correspondence on this point has been exchanged with the London Shipping and Forwarding Agents' Conference and the North Atlantic U.K. Conference at New York.

Ship Canal Traffic.—The Manchester Ship Canal Company has forwarded us a summary of traffic receipts for the month of October, the approximate figure being £110,872, which is only £658 less than October, 1928. The total receipts for the first ten months of this year were £1,190,680, as against £1,170,492 for the corresponding period of last year, and £1,225,812 in 1927. Almost throughout the year there has been a tendency towards heavier ship canal traffic, and it is expected this will continue until the year is out. The Ship Canal Company has passed on to the users of the Canal the benefits of the de-rating proposals. The traffic receipts reported will not be increased by the Government's contributions as these will be paid direct to the rating authority, but the expenditure side of the company's accounts will get the benefit of substantial relief.

Bombay Shipments.—In respect of shipments sent forward from towns other than Manchester, the Bombay Outward Freight Conference has revised the allowance of 7s. 9d. per ton and substituted therefore 7s. per ton measurement (exporters to pay all the other charges, including Liverpool dock and town dues). This allowance is intended to be the equivalent of the carriage from the Manchester warehouse to alongside the steamer.

Consular Note.—The Manchester branch office of the German Consulate (Liverpool) is now in charge of Mr. Muller Heymer, of 8, Kinnaird Road, Withington, Manchester.

Consular Fees.—Shipping and forwarding agents should note that in future any commercial invoices presented to the Turkish Consulate, Liverpool, must show the value of the packing as a separate item; that is to say, the value of the goods must be shown, plus the value of the packing, making a total upon which, in future, the consulate fee will be assessed. Similar details must, of course, also appear on the Certificate of Origin. This is a slight variation, because hitherto the fee has been leviable upon the value of the goods only. There is only one exception when the fee will not be levied upon the value of the packing also, and that is when full containers are emptied and either returned to their place of origin, or sent to other countries before the original packages and their contents enter the Customs zone. In such case Consular fees will not be payable on the value of such containers, nor Customs Duty assessed on such containers, provided that the Certificate of Origin also bears the clause "Cases to be subjected to transit no Tax perceived."

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Tyne and Tees Area.

Tyne's Great Future?—Sir William J. Noble, Bt., was re-elected to the chairmanship of the Tyne Improvement Commission for the fifth year at the last meeting of that body. Definite proposals from the L.N.E.R. for the development of Jarrow Slake were, he said, hoped for shortly. One of the things to be done in that connection would be the dredging of the Tyne from Shields Bar to the Slake, where the scheme provided for 35 feet of water at low tide. When that was done, the Tyne would be in the forefront of British maritime rivers, and would have a depth of water equal to that at Southampton.

Trade on Upward Grade.—Coal shipped from the Tyne this year up to November 18th totalled 17,400,000 tons, or an increase over 1928 of 3,250,000 tons. It is hoped to reach 20,000,000 tons by the end of the year. The new deep-water quay at the Albert Edward Dock, North Shields, has far exceeded expectations. The Tyne Commission based its calculations on 20,000 tons of merchandise and 100,000 tons of coal, whereas to the end of June the actual quantity of merchandise was 48,000 tons, and 98,000 tons of coal was shipped. In addition to the Norwegian passenger vessels, 64 other ships used the quay.

Week-End Loadings.—By the week-end loading of ships, under the arrangement made with the trimmers and other workers, states Sir William J. Noble, Bt., chairman of the Tyne Improvement Commission, in 11 months no fewer than 919 vessels were loaded in that river which might otherwise have been detained over the week-end. These vessels, which might have been detained in port or not have come to the river at all, carried 2,500,000 tons of coal.

A Worthy Veteran.—Mr. John H. Amos, general manager of the Tees Conservancy Commission, must be congratulated cordially on having attained 42 years' service with that body. A native of Newcastle, he became secretary in 1887, after a few years' service as the manager of Newcastle Corporation Quayside estate. He has played a prominent part in the development of the Tees, and is optimistic as to the future both of the river and of the industries on its banks. It is noteworthy that the whole of the land reclaimed has been disposed of, while the Commissioners are widening and deepening the river consistently.

Safety at Sea.—"The Romance of British Shipping" was the subject of a most interesting address given to Newcastle Rotary Club by Rotarian W. T. Todd, secretary of the North of England Steamship Owners' Association. He sketched vividly the growth of Britain's mercantile marine, tracing the change from sail to steam, and dealt lightly yet caustically with the legal enactments with which the shipping industry is hedged around. Cordial thanks were accorded to the speaker on the motion of Mr. Rd. Aughton (general manager of the Tyne Improvement Commission), who mentioned that 20 millions of registered tonnage went in and out of the Tyne in a year, and that 19 to 20 million tons of coal would probably be exported from that river in 1929.

Extending Newcastle Quay.—There is a movement afoot for the extension of Newcastle Quay at a cost of £200,000 or more, and Government aid is being sought. The desire is to accommodate the finest type of Atlantic cargo liners so that goods could be brought to Newcastle direct instead of it being necessary for merchants to pay freight from Liverpool, Glasgow, Hull and other ports.

History of the Port of Blyth.—An interesting and instructive book on "The History and Development of the Port of Blyth" has been written by Mr. C. E. Baldwin, general manager and secretary of Blyth Harbour Commission. The author refers to the old-time salt industry, and then to the important part since played by coal in the development of the river. "With regard to the future," says Mr. Baldwin, "it is difficult to venture any prophecy. So far as an opinion can be expressed, it might be said that the geographical position of the harbour is such that there cannot hope to be any very material advancement in general trade, but as the harbour has always been a coal port it is hoped that the additional appliances and accommodation will enable it to maintain its position."

Winter-Time Trading.—Messrs. Watts, Watts & Co., shipowners, of Newcastle, Blyth and London, are to manage the operations of light ocean-going freight carriers of the Dominion Steamship Line, a Canadian company. During the summer months these trade in the St. Lawrence, but when that river closes for the winter they will be employed in European waters. Messrs. Watts, who commenced business in Blyth, own the British Steamship Line, composed of 36 vessels.

Tees Model Finds Home.—The huge scale model of the River Tees, which interested many visitors to the North-East Coast Exhibition at Newcastle, is to find a permanent home in the Dorman Memorial Museum at Middlesbrough.

Clyde and Forth Area.

Clyde Shipbuilding.—November was an exceptionally poor month for the shipyards, only nine vessels being launched, aggregating 18,000 tons. Three of the vessels were for cargo traffic, the largest being a 5,000 tonner built by Lithgows of Port Glasgow. For this month the contracts placed include two cargo steamers for James Nourse, Ltd., London, and the Hain Steamships Co., of Cardiff.

Australian Fruit.—As a result of the tour of the Antipodes made some time ago by Mr. Harold M. Ford, the secretary of the Clyde Navigation Trust, arrangements have been made for the direct shipment of fruit to Glasgow from ports in Australia and Tasmania. For some time back Mr. Ford has been negotiating for a regular itinerary, and a programme has been arranged with the Blue Funnel Line whereby five steamers are to be berthed for Glasgow next season with refrigerated space for apples. Messrs. Holt (Blue Funnel Line) will put on the following vessels:—"Nestor," "Telemon," "Asphalion," "Ulysses," and "Anchises." This successful move to have direct shipments of fruit to the Clyde may be followed by the shipment of other commodities sent to Scotland by Australian interests.

Clyde Trust Chairman.—The new chairman of the Clyde Navigation Trust is Mr. James Craig, of Messrs. R. Hunter Craig & Co., Ltd., flour and produce importers, Hope Street, Glasgow. He has been a member of the Trust for nearly thirty years and is, therefore, eminently qualified to fill the important office to which he was elected by the unanimous choice of his fellow members.

Grangemouth Docks.—Trade at the Grangemouth Docks has been moderately brisk. General cargoes have been chiefly handled, although the coal tonnage has reached a high level.

Humber Area.

The Booth Line.—Following negotiations by the Hull Development Committee, direct sailings of boats of this line to and from Hull have already taken place and others are due.

Swedish Train Ferry.—It had been taken for granted that this ferry, if and when established, would run to Immingham, but the Hull Development Committee are hopeful of it being brought to Hull instead. Immingham was favoured as providing the shortest route to London, but if Hull gets a Humber tunnel the position will be altered. The Swedish authorities in London have informed the Hull committee that a deputation which visited Immingham recently was quite unofficial, and that they do not think the scheme will develop any further for some considerable time because, in the first place, the support of the Swedish Government was essential and that had not yet been obtained. They agreed with the suggestion that if the question of a Humber tunnel were decided Hull should stand the first chance of obtaining the service.

Dock Trust for Hull?—Mr. W. Minnitt Good somewhat surprised the members of the Hull Chamber of Commerce and Shipping, at their annual meeting, when he suggested the establishment of a Dock Trust for Hull. Mr. Good is the chairman of the Shipping Committee. He complains of the non-completion of the King George Dock, which remains as it was when it was opened in 1914. Hull lost its chance of having a dock trust in the nineties, when the original Hull Dock Company found itself in difficulties and transferred its estate to the then North Eastern Railway Company. The idea, once common, that the London and North Eastern Railway Company favoured its other ports to the disadvantage of Hull is not now held by any thinking men. Hull is the largest port under the control of the Company, and its capital investments in it are so vast that it would be suicidal to neglect it in any way.

South Wales Area.

Shorter Rail Route to Swansea.—Shortly before his retirement from the general managership of the Great Western Railway Company, Sir Felix Pole emphasised the importance to Swansea's future as a port of a more direct rail route to Swansea than exists. A conference has recently been held between representatives of the Ministry of Transport, the G.W.R. Co., the Swansea,

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Neath, Port Talbot and Glamorgan (County) Councils anent bridging the River Neath and making a shorter road and rail route to Swansea and one which would emerge giving direct access to Swansea Docks. Three alternative schemes were discussed, and it was decided that the individual authorities represented should consider the matter.

Better South Wales Docks Year.—In the ten months ended October 30th, the South Wales docks of the G.W.R. Co., viz., those at Cardiff, Swansea, Port Talbot, Barry, Penarth and Newport had traffic of 31,667,261 tons, or 2,917,000 tons more than the first ten months of last year. Imports increased by 89,000 tons to 4,314,441 tons, whilst increased exports amount to 2,828,000 tons at 27,352,820 tons total exports. Coal and coke shipments were up by 2,765,000 tons, at 24,520,277 tons total, on last year's figures. A feature of late weeks shipping has been the use by the larger vessels of South Wales docks.

Good Work at Port Talbot.—An instance of quick loading has been afforded at Port Talbot. The Steamer "P.L.M." arrived at the docks on November 6th at 8.50 a.m. to load 5,185 tons cargo and 445 tons bunkers. Loading commenced at a single coal hoist at 3.25 p.m. and was completed by 3.50 p.m. on November 7th, the vessel leaving with the evening tide. Net working time was fourteen hours, and loading rate 403 tons per hour.

Probable Large Expenditure at Swansea Docks.—It is understood that in addition to the £5,000,000 already announced to be spent by the G.W.R. Co. on its docks and depots the sum of £1,000,000 is to be devoted to Swansea docks improvements. The new lock gates for which the Chamber of Commerce has agitated as an alternative locking system for the docks are, it is understood, to be provided.

L.M.S. Developments at Swansea.—The L.M.S. Railway Company proposes to erect two anti-coal breakage devices at Prince of Wales dock, Swansea. The machinery was recently demonstrated to coal companys, chambers of commerce representatives, etc., at Ellesmere Port. Some slight modification in the machinery demonstrated is to be made at Swansea.

Irish Ports.

Direct Trading Between Waterford and Hamburg.—Direct trading has been established between Waterford and Hamburg. The Limerick Steamship Company made arrangements for regular sailings between both ports, and shippers and exporters at Waterford are now afforded facilities for forwarding Irish products direct to Hamburg and importing merchandise from the Continent, which is proving beneficial to the trade of the port of Waterford.

Providing Cold Storage Accommodation at the Port of Limerick.—The Limerick Harbour Commissioners have taken practical steps to provide cold storage accommodation at the port for the benefit of trade and the convenience of shippers of butter and eggs to Great Britain. A spacious building adjoining the quays is being fitted up for this purpose at a cost of £645, and a firm of electrical engineers in Limerick has secured the contract for the installation in this reconstructed building of suitable cold storage plant, at a cost of £238. These desirable improvements, when completed, will be a decided acquisition to the port, and the trading facilities afforded thereby will be very advantageous for cross channel transport.

The Port of Galway and Transatlantic Goods and Passenger Traffic.—At a meeting of the Dublin Rotary Club Mr. T. J. W. Kenny delivered an address dealing with the City of Galway and the progress it was making in recent years. In the course of his remarks he said that up to 72 Atlantic liners had already been scheduled to sail to and from the port of Galway in 1930. In order that better facilities might be available in Galway harbour for the embarking and disembarking of passengers and the transport of merchandise to and from Atlantic liners, the Galway Harbour Commissioners had during November purchased a steam tender capable of accommodating 2,000 passengers. Besides other improvements, plans were ready for the development of the commercial docks, so that they will in due time be available to ships of up to 6,000 tons at all states of the tide.

Overseas News.

Canada Coins New Word to Describe Special Railway Coaches.—A new word has been coined in Canada to designate the special single compartment railway coach recently introduced on fast expresses by the Canadian National Railways. The word is "Chambrette," a French-Canadian term meaning a small completely equipped, self-contained apartment. "Chambrettes" are all-steel railway carriages divided into a number of individual sleeping compartments for the convenience of business men and others who travel frequently between Montreal and Toronto, and who require private rooms in which to transact business while en route between the two cities. "Chambrettes" are used only on the Toronto-Montreal run, but have proved so popular that they will probably become standard equipment on the Transcontinental and International trains of the National system.

Agreement Between Swedish and American Shipping Companies.—A Stockholm message says that the shipping companies Svenska Amerikalinjen A.B., Svenska Amerika-Mexico Linjen and Rederiaktiebolaget Transatlantic, which collaborate in American trade, have concluded an agreement with Messrs. Moore and McCormack Co., Inc., of New York, acting on behalf of the American Scantic Line, for collaboration. The companies will follow a joint freight policy and arrange the voyages more regularly than hitherto. At least five fast runs a month to Stockholm will be arranged by the collaborating shipowners. As a result of this agreement, competition between the Swedish and the American shipping companies will come to an end. According to the papers an earlier agreement was concluded last summer between the same American Company and several Scandinavian and German shipowners, but this only referred to Baltic pulp freights.

Swedish Merchant Fleet.—Definite official figures now available show that the number of ships in the Swedish merchant fleet decreased during 1928 by 23, while the total tonnage rose by 93,877 gross tons to 1,571,569. The whole of the decrease took place in sailing ships without motor; real motor tonnage increased by 16 ships totalling 71,619 gross tons and sailing ships with motor by 37 ships totalling 4,374 tons. Between the beginning of 1913 and the end of 1928, the sailing tonnage in the Swedish merchant fleet fell from 1,547 ships and 180,174 gross tons to 1,042 ships and 92,683 gross tons. In 1928, fourteen big motor ships were constructed at Swedish shipyards for Swedish owners, while two were imported from abroad, including the liner "Kungsholm" of 21,611 gross tons built in Great Britain for Svenska Amerikalinjin. The statistics also indicate that increase in Swedish tonnage was largest for ships running exclusively between foreign ports. This tonnage increased during 1928 by 60,572 gross tons, while ships running between Sweden and foreign ports increased by 51,358 gross tons and those running on home services decreased by 35 ships and 9,313 gross tons.

Great Arterial Waterway for United States?—A Louisville message says that the development of the rivers and lakes of America into a gigantic arterial waterway—a task three or four times as great as the Panama Canal undertaking—was promised by President Hoover recently as one of the greatest objectives of his administration. President Hoover said that his programme would call for additional expenditure of 20,000,000 dollars (£4,000,000) a year, and asserted that this would equal the cost of half a battleship. "If we are so fortunate," he added, "as to save in annual outlay on naval construction as the result of the forthcoming naval conference in London, nothing could be a finer or more vivid conversion of swords into ploughshares." The 20,000,000 dollars referred to would be in addition to 10,000,000 dollars for the Great Lakes and St. Lawrence waterway and 85,000,000 dollars already being expended.

America's Bid for the World's Shipping Trade. — A Washington message says that the Shipping Board have approved a loan of 11,700,000 dollars (£2,340,000) for the construction of two combination passenger and cargo ships for the Oceanic and Oriental Steamship Co.

REUTERS TRADE SERVICE.—By special arrangement with Reuters Trade Service we are publishing news items from all parts of the world dealing with transport matters.

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News from all Parts.

Belgian Centenary Exhibition. — A message from the Prince of Wales, who has consented to be patron of the Special Committee which is co-operating with the Department of Overseas Trade in organising the British section in the Antwerp Exhibition next year, was read at the inaugural meeting, held in London recently. In the course of his message His Royal Highness said that as Master of the Merchant Navy and Fishing fleet, he was particularly anxious that our great Mercantile Marine should be worthily represented, and would venture to suggest that, apart from the individual exhibits which many of our leading shipping lines would no doubt wish to make, a historic review of our progress in merchant shipping—a kind of Pageant of the Red Ensign—would form a very attractive exhibit. Mr. G. M. Gillett, M.P., Minister for Overseas Trade, presiding, explained that the International Exhibition at Antwerp from April to October, 1930, was to be primarily maritime and colonial. A really fine aeronautical exhibit, in which the Air Ministry would co-operate, was assured. The bulk of the space had been allotted to maritime industries—shipping, shipbuilding, transport and harbour facilities, and everything pertaining to navigation. It was practically certain that the great British railways would be represented. A number of the leading shipping lines were organising individual exhibits. While industries in general were to have their display at the Liege Exhibition, which is to run concurrently with the Antwerp Exhibition, Mr. Gillett explained that a small industrial court had been arranged in the British section at Antwerp for those British firms which specially wished to be there. The following were present:—Mr. G. M. Gillett, Parliamentary Secretary, Department of Overseas Trade; Mr. William Lunn, M.P., Dominion Office; Major the Hon. J. J. Astor, M.P.; Sir Wilfred Beveridge, London School of Hygiene and Tropical Medicine; Colonel H. W. G. Cole, Commissioner-General for the British Government at the Exhibition; Sir Edward Crowe, Comptroller-General, Department of Overseas Trade; Sir Francis Dent, C.V.O., Railway Clearing House; Mr. A. R. Mountain, Chairman of Lloyds; Mr. W. H. Newman, President, British Chamber of Commerce in Belgium; Mr. J. D. Ritchie, Secretary, Port of London Authority (Deputy for Sir William Thorne, Dock and Harbour Authorities Association).

Record Coal Shipment.—The L.N.E.R. report that the tonnage of coal shipped on the River Blyth up to November 21st, 1929, exceeds the tonnage for the whole of any previous year. 4,973,836 tons have been shipped this year as against the record year's shipment of 4,969,859 in 1927.

White Star Line. — The White Star Line's passenger office at 9 Chareh Kamel, Cairo, opened for the forthcoming season on December 2nd and will close on April 14th, 1930.

Shipping Lines Amalgamate.—His Majesty's Consul-General at Valparaiso (Mr. C. Graham) reports that, according to a report received from His Majesty's Consul at Magallanes, the shipping lines owned by Messrs. Braun & Blanchard and Messrs. Menendez Behety, both of Magallanes, are being amalgamated with a view to inaugurating a shipping service for Chile, Argentine, Uruguay and Brazil. It is understood that the new organisation will receive a subsidy from the Chilean Government in consideration of the extension of their service to the Atlantic Coast of South America.

Schenkers, Ltd. Manchester Office.—The Manchester office of Schenkers, Limited, Shipping and Forwarding Agents, has been removed from 19 Brazennose Street, Manchester, to 37 Peter Street, Manchester. The telephone number is City 0314 (3 lines).

A Useful Diary.—The P. & O. and British India Co.'s Diary and Almanack for 1930 contains a great deal of useful information. Particulars of the services maintained by the P. & O. S.N. Company and the British India S.N. Company, Ltd., are given, and there are maps, statistical tables, etc.

New Docks for Canadian National Steamships.—Approximately £150,000 is to be spent by the Canadian National Steamships between now and next summer in the remodelling and extension of its pier at Vancouver. The new structure which is expected to be completed by the end of May has become necessary through the decision of the Canadian National Steamships to extend its West Coast services for which three new turbine steamers are now under construction at Birkenhead. The new pier will be 1,500 feet long, 220 feet wide, and the approach to it will be through an imposing archway carrying the words "Canadian National Steamships" in letters 15 feet high which will be illuminated at night by neon lights. The main waiting rooms and offices will be in a building measuring 250 feet by 160 feet, and there will be, in addition, two large traffic sheds or warehouses, one measuring 980 ft. by 94 ft. and the other 980 ft. by 70 ft. Double railway trackage will enter the pier beneath the motor concourse and will continue on an incline to the centre of the warehouses. The new pier will occupy one of the most advantageous sites in Vancouver's magnificent harbour front.

Southampton Docks. — The latest endorsement of Southampton's supremacy as a Channel port for ocean passenger traffic comes from the Norddeutscher Lloyd, the most recent sailing schedule of which Company reveals the fact that Plymouth has been entirely abandoned as a port of call for homeward bound ships and that Southampton is the only British port included on the outward and homeward itineraries of the Company's North Atlantic services. Another interesting feature of this sailing list is that the new "Europa," sister ship to the "Bremen," will call at Southampton on her maiden voyage en route to New York on 20th March next. Several other large vessels are to make their inaugural trips from this port in the early months of 1930, and included amongst them are two new motor ships for the Java trade. The first of these, the Rotterdam Lloyd's "Baloeran" of 18,000 tons gross, will sail on 18th April, and be closely followed by the Nederland Royal Mail Line's "Johan van Oldenbarnevelt," 19,000 tons gross, which departs on May 8th. Both of these vessels represent considerable advances upon the present tonnage engaged in the ever-expanding trade with the Dutch East Indies. An ambitious summer programme entailing eleven more sailings from this port than for the past season has been arranged by the Canadian Pacific for next year. Since this Company commenced operations here a few years ago, each year has witnessed an appreciable increase in the volume of Canadian shipping dealt with, and the Company's sailings for 1930 total 59 as compared with 48 during the corresponding period of this year.

White Star Motor Vessel "Britannic."—The work on the new White Star Motor Vessel, "Britannic," is proceeding and it is expected that she will be delivered by her builders (Messrs. Harland & Wolff, Ltd.) early next year. It is interesting to note that the "Britannic" when she enters the White Star Line's Boston, New York service, will have the distinction of being the largest British Motor vessel afloat. Accommodation is provided for 1,550 passengers (Cabin, Tourist Third Cabin, and Third Class), the most notable features being the Swimming Bath and Tennis Courts in the Cabin Class, Children's playrooms and Elevators in the Tourist Third Cabin and Third Class quarters. The "Britannic" in conjunction with the "Cedric" (21,227 tons) will maintain a regular fortnightly service to Boston and New York from the Mersey port.

Port of Manchester. — The distributor based upon Manchester can bring his goods right up to Manchester by Ship Canal and deliver direct from shipside by rail, road or inland waterway. The port has unrivalled facilities for quick discharge and despatch of cargo; extensive shed, warehouse and open storage accommodation. In arrangement and equipment the Port is counted one of the most forward and efficient in the Kingdom. In the thirty-odd years of its existence it has by refinement of organisation advanced in importance until, to-day, it has attained the position of the country's third port, judged by the annual value of its imports and exports recently officially returned at over £115¾ millions. For full particulars concerning the Port apply to the Manchester Ship Canal Company, Ship Canal House, King Street, Manchester.

Port of Glasgow. — The Port of Glasgow is a general port, and is so equipped for all classes of traffic. The quayage is 19,228 yards (11 miles), with a water area of 324 acres and a land area of 211 acres. The Port is conveniently situated in a commercial and shipbuilding centre, surrounded, within a radius of 20 miles, with numerous coalfields and iron works, and is well equipped with the most modern facilities for the reception and shipment of all classes of goods. For the reception of general goods, there is provided single and double-storey sheds, having a total floor length of 8 miles, from 55 to 100 feet wide with crane and other facilities. Mr. Jas. Macfarlane is the General Manager to the Clyde Navigation, and his address is 16 Robertson Street, Glasgow.

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Railway Notes and News.

G.W.R. New Director.—The Directors of the Great Western Railway have elected Sir Percy E. Bates, Bart., G.B.E., to fill a vacancy on the Board.

L.N.E.R. Appointments.—We are officially informed that the London and North-Eastern Railway Company have made the following appointments:—Mr. W. J. Pepper, Assistant to Divisional General Manager, Southern Area, to be Assistant Passenger Manager, Southern Area. Mr. H. F. Sanderson, Assistant to District Goods and Docks Manager, West Hartlepool, to be Assistant District Goods Manager, Newcastle-on-Tyne.

Appointment.—Mr. G. L. Darbyshire has been appointed chief officer for labour and establishment of the L.M.S. Railway.

Railway Rates Tribunal.—Sir Walter Baker Clode, K.C., has been re-appointed president of the Railway Rates Tribunal for another year.

Southern Railway. New Director. — Viscount Folkestone, of Alward House, Salisbury, has been elected a director of the Southern Railway Company.

London and North Eastern Railway Steel Containers.—The London and North Eastern Railway has recently placed in service a number of steel containers of the large covered or "B" type. The containers have been built by the Metropolitan-Cammell Carriage, Wagon and Finance Company. The containers are provided at one end with the usual arrangement of doors, i.e., two upper folding doors and

L. & N.E.R. "B" TYPE STEEL CONTAINER.

one lower flap door, the other end being fixed. The internal dimensions are as follows:—length 13ft. 10ins., width 6ft. 6ins., height (at centre) 6ft. 8ins. They are built to carry a load of 4 tons, the tare being 19¾ cwts. The usual wire rope lifting slings are fitted. Ample ventilation is provided by means of two hood ventilators at each end and by a protected opening at the eaves for the full length of the container. In addition to the 175 containers of the type illustrated, a further 25 for perishable traffic will shortly be in service; these are provided with three tiers of removable shelves and additional ventilation at the fixed end. Thirty Steel Containers are also being built for Continental Traffic. These are fitted with locating attachments on the roof to enable them to be stacked securely in the holds of the Company's continental steamers.

G.W.R. Million Pound Steel Orders.—New Works commenced. From the December issue of the Great Western Railway Magazine, we learn that steel work and machinery to the value of £1,000,000 are being purchased by the G.W.R., including 123,000 steel sleepers, 50,000 tons of steel rails which will be required for laying the 51 miles of track to be completed within the next 12 months. Work has already commenced on various undertakings authorised under the Government's schemes to relieve unemployment. The schemes, which involve a total expenditure of £5,000,000, include rebuildings at Paddington, Bristol, Cardiff and Taunton Stations.

L.N.E.R. Wagons.—The L.N.E.R. have placed contracts for 1,000 12-tons mineral wagons with the following firms:—S. J. Claye, Ltd., Long Eaton; W. H. Davis & Sons, Ltd., Langwith Junction, Nr. Mansfield; The Birmingham Railway Carriage and Wagon Co. Ltd., Smethwick; Hurst, Nelson & Co. Ltd., Motherwell; Chas. Roberts & Co. Ltd., Horbury Junction, Nr. Wakefield; Metropolitan Cammell Carriage Wagon & Finance Co. Ltd., Vickers House, Broadway, S.W.1.

G.W.R. Purchases.—The Great Western Railway Company is purchasing 76 motor and 100 horse-drawn freight vehicles.

London and North Eastern Railway Magazine.—The December issue of the L. & N.E. Railway Magazine consists of 62 pages of letterpress and illustrations and contains a "worth framing" loose plate of a L.N.E.R. Shire-class locomotive. Among other main features are the following: A technical article on Poppet Valves for Locomotives, a description of the Controls on the L.N.E.R. (England and Scotland), contributed by Mr. C. M. Jenkin Jones, with a map specially prepared showing the lines controlled from the various centres. "Train Signalling," 2-position and 3-position telegraph apparatus.

Railway Improvement Schemes.—Additional Developments to be undertaken by the L.N.E.R. The London and North Eastern Railway report that under the Passenger Duty Capitalisation Scheme, the following additional works have now been approved:—HULL: New Goods Arrival Sidings. The construction of new Marshalling Sidings on a site near the Priory Yard Mineral Sidings. The whole of the inwards goods traffic arriving at Hull will be dealt with in the new group of sidings, which will be served by six new reception lines each capable of holding a train of 80 wagons. Trains arriving will be shunted from these new reception lines over a hump, and sorted by gravity into a balloon-shaped yard consisting of four groups of 15 sidings, each siding holding 60 wagons. MOTTRAM: Marshalling Sidings between Mottram and Dinting for Down traffic. SOUTH LYNN: Additional Sidings, Goods Shed accommodation, etc. This proposal is being carried out in co-operation with the L.M. & S. Company and should effect an improvement to the M. & G.N. Joint Railway.

American Appreciation of Great Western Railway Posters.—A tribute to the railway poster art is shown by the fact that American visitors during the last few months have purchased hundreds of G.W. posters which they have seen and admired during the travel over the Company's system. Many have been purchased by teachers and masters on vacation for exhibition in the schools and colleges of the United States.

More Wagons for the L.N.E.R.—The L.N.E.R. report that they have recently placed orders for 300 quintuple bolster wagons—100 to be supplied by Messrs. R. Y. Pickering & Co., Ltd., and 200 by the Metropolitan Railway Carriage & Wagon Co., Ltd. These wagons are required principally for conveying girders, which are being carried in increasing quantities owing to the renewed activity of steel works in the Middlesbrough district. The wagons can also be used for the conveyance of plates, bricks, road stone, wheeled vehicles, and general goods of all descriptions.

Change of Address.—The London address of the Traffic Advertising Department of the Canadian National Railways is now 17-19, Cockspur Street, London, S.W.1, instead of British Columbia House, 1, Regent Street, London, S.W.1.

L.N.E.R. Contracts.—The L.N.E.R. have placed orders with the North British Locomotive Company for fourteen locomotive boilers and with Messrs. Kitson & Company, Leeds, for ten locomotive boilers for delivery at their Darlington works. An order has also been placed with the North British Locomotive Company for ten boilers, and with the Yorkshire Engine Company for ten boilers for the L.N.E.R. works at Stratford.

Financial Reorganisation for Canadian Railway. Sir Henry Thornton's Scheme.—Addressing the Empire Club at Toronto, Sir Henry Thornton, the President of the Canadian National Railway, said that he hoped to present to Parliament in the coming session a scheme for the reorganisation of the financial structure of the Railway. The scheme would provide for the writing down of the present capital charges to figures representing more truly the actual financial structure of the system on the basis of actual investment, while at the same time taking advantage of the progress of the past few years in translating former liabilities into assets. Sir Henry stressed the co-operation and happy relationship between the company and its employees, and declared that labour conditions in the Railway were most satisfactory.

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Air Transport Notes.

Safety First Air Tests.—An interesting test was carried out recently on an Argosy aeroplane on its delivery to Imperial Airways. The aeroplane was loaded up to its full capacity of 5,000 lbs., with petrol for 4 hours. There was very little wind but the weather was hot and the air somewhat bumpy. The aeroplane left the ground in 11 seconds and climbed to a height of between 2,000 and 3,000 feet. Each of the Armstrong Siddeley engines was then switched off in turn for a period of 10 minutes, and the aeroplane was flown on the two remaining units. It was found that a height of over 2,000 feet could be maintained with any one engine stopped while flying at an air speed of between 75 and 80 miles an hour. The performance was a little better with the two wing engines running and with the centre engine stopped, the aeroplane climbing steadily in this condition. The behaviour of the engine that was switched off was interesting. At first the airscrew continued to turn the engine at a very slow speed, but after about five minutes it stopped. In order to start the engine again the aeroplane was speeded up to about 100 miles an hour by driving slightly. The aeroplane has the newest type of 460-510 h.p. Jaguar engine, with reduction gear. It is interesting to know that one of these engines has flown more than 450 hours without overhaul, and at the time of writing is running as well as ever.

The First Municipal Aerodrome. — Several municipal authorities are constructing aerodromes, and many have sites in view; but the Bristol Corporation will be the first in the field in this direction. Its new aerodrome will be ready in January. In this connection the Corporation's Town Planning Committee reports that in July it decided upon the establishment of a municipal aerodrome and the expenditure of £13,200 for the erection of a club house, public hangar and workshops and for other necessary works. The Committee has entered into contracts for these items and the work is proceeding, and it is anticipated that the Aerodrome will be in a condition to be used and for the Bristol and Wessex Aeroplane Club, Ltd., to take up their quarters in January next. In connection with the development of the Aerodrome the Committee has given consideration to the leasing of the land and buildings to manufacturers and agents who may desire to establish works and showrooms on the site for the purpose of repairs, etc., and for the sale of aeroplanes, and in this respect it has been in close co-operation with the Aeroplane Club. The Committee is convinced that for the future expansion and well-being of the Aerodrome it is essential to encourage manufacturers and agents to establish works and businesses thereon. The Committee has had plans and estimates prepared for a showroom, 42 feet by 36 feet, with 20 feet concrete apron and a 6 feet path, the design of which is uniform with the club house buildings. The estimated cost of the building is £800. The Committee is of the opinion that the proposition is a satisfactory one. It also thinks it desirable that a number of private lock-up hangars should be available for rental by owners of machines. It is estimated that the cost of a range of three such private hangars, each about 30 feet by 12 feet, will be £600, i.e., £200 per hangar, and they ask the Council to authorise them to borrow the necessary money. It is anticipated that each lock-up will command a rent of about £40 per annum. As before-mentioned, the Committee hopes that the Aerodrome will be ready and opened in January next, and it is of opinion that a pageant should be held on the occasion in order to give the aerodrome the greatest publicity, but as weather conditions are often unsatisfactory at that period of the year, it thinks it advisable that the official opening should take place in the Spring so as to afford a more favourable opportunity for a successful function.

Commercial Air Traffic Between America and Canada. New Agreement.—A Washington message says that a new reciprocal agreement between the United States and Canada in regard to commercial aviation has been announced. The agreement deals with the admission into both countries of civil aircraft, the licensing of pilots and the acceptance of certificates of airworthiness for aircraft imported as merchandise.

More "Bristol" Jupiters for the Danish Air Force.—An order for the supply of 16 "Bristol" Jupiter Series F engines has been placed by the Danish Military Air Force with the Bristol Aeroplane Co., Ltd. These engines are in addition to a number of "Bristol" Jupiters supplied to the same Government earlier in the year.

The Largest Aircraft in the World.—The Dornier Company fitted the mammoth Dornier Do. X.—the largest heavier-than-air machine which has ever taken the air—with twelve Jupiter engines. On the first public flight, after the usual constructors' tests had been completed, no fewer than 169 persons were carried on the machine, together with sufficient fuel for 750 miles flight. The flight, which occupied fifty minutes, was entirely successful. Despite the fact that the weight of the machine with its load was not less than 50 tons, it took the air with ease and grace and proved itself easy to handle and to land. The engines are mounted in tandem in six cells on the wings and are all controlled from a single engine room. The success of this machine marks an enormous forward stride in the direction of the possibilities of the extended use of large multi-engined commercial aircraft, and its initial flights have been watched with keen interest by those connected with aviation throughout the world.

Air and Rail Combined Goods Service.—Negotiations have been concluded between Imperial Airways and the railway companies for a comprehensive rail and air goods service, enabling goods to be sent from over 100 provincial towns by train to London to connect with Handley Page Napier air freighters to the Continent at through rates. This will enable goods to be booked through by rail and air from manufacturers to consumers on the Continent.

Air Mail Between Argentina and United States. — A Buenos Aires message says that an official decree announces that arrangements have been made for a Pan-American air mail, linking the Argentine with the United States.

The Cairo-Cape Air Route.—Surprise at, and appreciation of, what has already been done in Capetown in connection with the establishment of an air route from Cairo to Capetown was expressed by Captain Tymms, representing the Air Ministry, at a mayoral luncheon at Capetown last month. Mr. Wolley Dodd, of Imperial Airways, also expressed appreciation, and declared that if their reception in Capetown were to be taken as an omen, they were going to carry the project to a successful conclusion. Captain Tymms said they had expected to encounter certain difficulties, but these had been cleared away already and all they had to do was to discuss the details. They had inspected the site for the proposed aerodrome, and he was of the opinion that when the surface was cleared and levelled there would be a magnificent aerodrome. Captain Tymms intimated that the Governments of all the territories along the route had agreed to an air service in principle, and all that remained now was to go into the details. The flight, as at present arranged, would take twelve days, but later, when night flying was permitted, this time would be reduced to eight, nine or ten days.

Air Services in Australia.—A Wellington, N.Z., message says that in an interview at Auckland, Captain Kingsford-Smith, the airman of "Southern Cross" fame, said that the idea of completing his world circuit by a Trans-Atlantic flight appealed to him because it would be a sort of missing link in the chain already made. His immediate concern, however, he said, was the establishment of regular air lines linking up Melbourne, Sydney and Brisbane. A daily service would be run between Sydney and Brisbane, and early next year night flying to Melbourne would commence.

Planes That Will Carry 500 Passengers. Monster Machines That May be Built in United States.—A Newhaven, Conn., message says that a super-plane, accommodating 500 passengers and a crew of 104, and capable of making the crossing from New York to London in a few hours, may be built in New York in the near future, according to Mr. Harry Westcott, the president of a firm of Newhaven engineers which has been asked to submit tenders for the structural work. The plane was described at an informal luncheon given at Newhaven, Conn., to a few guests prior to the breaking of the ground for a new municipal airport. It would have twelve 1,000 horse power engines and would be designed to overcome wind resistance at an extremely high altitude. Beyond the fact that German engineers had been consulted regarding engine power, Mr. Westcott would not divulge any further information. He said that he had seen drawings for the plane, and that the plans called for the construction of two of them at a cost of about 5,000,000 dollars (£1,000,000) each.

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New Garage Equipment at the Commercial Vehicle Show.

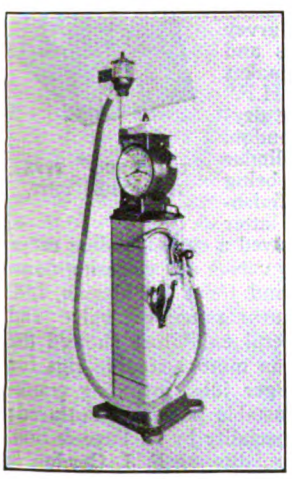
Service Equipment for a Daily Routine and for maintenance Requirements of average owners.

A TWO years' interval between the industrial vehicle shows, has the double advantage of providing a desirable interval for progress and development, and of enabling the advance to be better appreciated. From this standpoint, the recent Show disclosed a generally satisfactory if not wholly idealistic progress in commercial garage equipment. This equipment may be regarded from the aspect of a vehicle's daily routine, and the facilities for its maintenance. The requirements of the daily routine obviously are limited to the plant for fuelling and oiling, and washing, blowing up air tyres, and watering, and vacuum cleaning, while maintenance plant of the sort immediately concerned, provides for testing and adjusting of the brakes, wheel alignment, and (within recognised limits), attention to the electrical mechanism, and tyre repairs. The following review discusses the items concerned in both these categories.

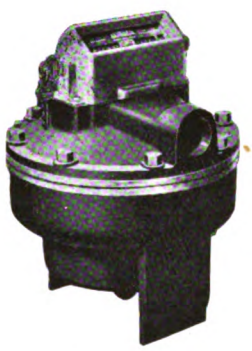
New Daily Routine Plant.

Fuel Flow Meters.

The tendency is for commercial vehicle users to put down bulk storage plant for fuel and oil, in both cases with self-metering and totalising recording mechanism. Excellent one-gallon metering hand pumps for both requirements are obtainable from the bulk of the fuel and oil pump firms. Larger users are being provided with a quicker fuel servicing metering plant of the continuous flow type with power drive or with hand pump for emergency use. A flow rate of 20 gallons per minute is obtained with this outfit, and the supply and power drive are automatically controlled, besides which there is the usual hand switch for cutting out the plant at will.



THE BOWSER "XACTO" SENTRY PETROL PUMP.



THE BOWSER FLOW-METER

In one form (the Bowser), the nozzle cock on the end of the outlet hose cannot be housed in the casing (its normal position), without switching off the current as a meter control. The motor rotary pump may be placed and operated from any point or distance; the fuel being piped to the one or more metering dispensers required as so many draw-off points. Of course, more power and larger pumps are required as the requirements increase, *e.g.*, the Hammond outfit provides for a 3 h.p. pump installation to supply 80 gallons per minute from four metering draw-off points. The Bowser outfit includes the "Xacto" (patent) meter, which has recently been passed by the B.O.T. for use at retail fuel stations. The Hammond outfit at present is limited to bulk or private users' installations, and has been installed in a number of 'bus garages.

In operation, the flow and rate of flow through the nozzle cock depends on the opening or closing of the dead-man (self closing) nozzle cock. The quantity passed through is metered and indicated by a large dial-gauge, the needle continuing to move round the dial which is scored for a maximum of 20 gallons, and then recommences. This movement ceases automatically with the closing of the nozzle cock, but the motor pump continues to circulate the fuel, by-passing it in one case to storage, and in this make, merely round the pump's circuit, which prevents aeration. The usual course is to stop the power unit after each serve.

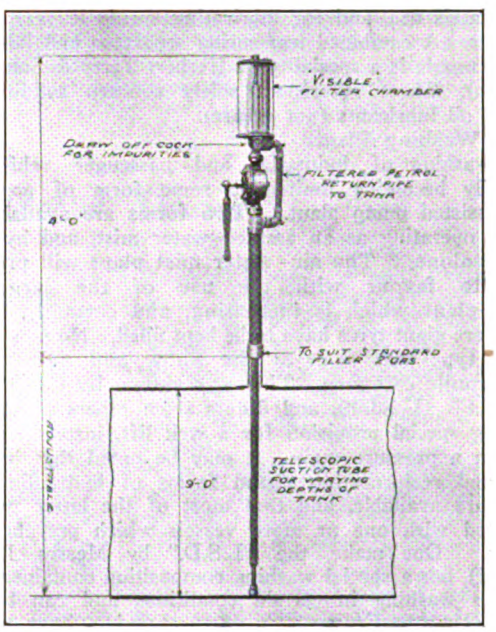
Other pump makers have adaptations of their standard fuel pumps for the continuous supply needs of large users. The control is automatic, and the metering and other features are specially arranged to suit the requirements and conditions for the average quick serving plant.

Checking Fuel into Bulk Store.

Where a bulk fuel storage equipment is installed, it is very desirable to be able to check the input from oil tank wagons as well as the output to the owners' own vehicle tanks. The latter he is assured of by the metering dispensers above referred to, but for the other, hitherto, most users have been contented to rely on a graduated depth stick; the alternative being a comparatively costly apparatus of the sort used in laboratories. The Bowser Co., have applied their "Xacto" fluid meter for this purpose, and it can be fitted, either as a permanent installation with the necessary supply points to a battery of storage tanks, or in the portable trolley form.

A Fuel Tank Cleaner.

Another desideratum in bulk fuel storage is a means of cleaning the tanks without having to open them out, causing delay and some risk from latent gas. Liquid Measurements, Ltd., (London), have a special portable sludge extracting pump for this purpose. The suction pipe is telescopic and passes through the air vent pipe hole in the man-hole. The sludge is trapped in a special chamber and the filtered fuel is returned to the tank. A simple hand oscillating wing-pump supplies the suction, and forms part of the outfit.



THE HAMMOND TANK CLEANING UNIT.

Oil Metering Plant.

The oil serving plant for industrial vehicles is mostly of the semi-portable and portable forms. In all cases a metering pump forms part of the equipment with a non-drip draw-off pipe and filter catch tray. The pumps can be adjusted by stops to supply from half-pint to a half or one gallon in some cases. At the recent Show, a neat form of portable metering oil tank was shown by Oil Installations, Ltd. It holds 30 gallons, and the overall width of the unit across the trolley axles is under 16 in. The tank is narrow and oblong, and is mounted on trolley wheels. This unit was specially designed for use in bus and similar garages where vehicles are garaged in rows, with limited space between them.

Where lubricating oils have to be handled in some variety, an increasing use is being made of air pressure oil serving units of the cluster type. At the recent Show, besides the now well-known Bowser eight-cluster pneumatic oil fountain operated by air from a storage compressor, there was a new model shown by Andrew Page & Son, of Leeds. This has a rectangular casing with four vertical sliding lock-up panel

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doors; the Bowser and others having a circular casing. Another comparatively new form of oil serving cluster unit is the Sydney Smith, by a firm of that name with offices in Aldwych House, W.C. This type serves either three or six oils, and the power used is vacuum or negative pressure in a cylinder by means of a foot or lever operated piston.

Finally, as a type of the hand-carried oil supply unit may be noted a novelty by W. Clark, London, which combines a half-gallon oil can with an open top and an internal valve with handle control from the outside. It has a flexible metal spout which can be bent to suit the sometimes awkwardly placed oil-fillers of engines. The important feature of all this sort of bulk fuel and oil storage and usage installation, is that it embodies the ideals of safety by preventing waste, and economy by substituting mechanical for manual handling.

Cleaning and Re-filling Gear Boxes, etc.

The discharge and re-filling of gear-boxes and axle-cases can be expedited with cleanliness and safety by immunity from oil drippings, etc., by two complementary outfits. The first is the Fry-Wayne (Wayne Tank & Pump Co., London), flusher which consists of a portable 10-gallon tank-container with a motor, and combined vacuum and force pump for extracting the dirty lubricant followed (or preceded) by flushing the interior with paraffin or a special flushing oil mixture. This unit will serve 50 vehicles before the tank needs cleaning out. The complemetary plant is featured by W. Clark (London), and consists of a trolley tank with pressure ejected lubricant which passes through a metering valve, and indicates the quantity passed on a dial-gauge. The Tecalemit and other firms showed somewhat similar oil-changing units, including oil sprayers and cleansers for under chassis use, and for lubricating spring leaves, shackle points, etc. A combined leaf-spring separator and lubricant-injection nozzle is a speciality of Herbert Terry & Sons, Ltd., (Redditch). These references solely concern solidified oil or liquid oil lubricants (not grease).

Vehicle Washing Plant.

The washing of industrial and passenger vehicles is necessarily becoming limited to some form of power or power assisted pump plant. Two forms are available, air pressure operating as an aerated water mist, and hydraulic pressure alone. The air-water mist plant will probably return to favour with the use of the larger air storage plant which is increasing, and certainly has its place where giant tyres have to be kept filled. No new arrival of this type was seen at the Show and only one in the hydraulic category. This was shown by C. Churchill & Co., Ltd., (London), and differs from others of the type in having special provision for a well lift, instead of being fed from a pressure main. It may be noted that both the rotary and reciprocating piston forms of hydraulic power washer are available, and that most of the latter type are now fitted with one or more vessels which prevent water hammer. One make, the "L.S.D." by Messrs. Laycock (Sheffield), has a special washing composition container which facilitates washing in certain conditions and can be used at will. Harvey Frost & Co., Ltd., London, have now an alternative power drive for their Hydroforce hydraulic washer. It consists of a sole-plate with the washer at one end belted to a hopper-jacketed Lister petrol motor. The engine, of course, can be used for other purposes at will. The belt-driven power washer is featured by several makers of pressure washers, the power required apparently being about 1 to 1½ h.p. per gun or draw-off point. Messrs. Laycock have a speciality over-head power washing rig operating on the pressure flow-in or snilling system, much used for double deck buses.

Pneumatic Pressure Plant.

The supply of more adequate capacity air storage sets is happily increasing, and the cost is tending to be lowered. A 10 cubic ft. per minute compressor set is likely to be the standard for most users, because of the many uses there are for pneumatic power. The Show did not reveal any novelty in this direction except a new air and water tower by Bristol Pneumatic Tools, Ltd. (Bristol), and at least one combination of compressor and vacuum cleaner by Andrew Page & Son, Ltd., and Brown Brothers, Ltd. (London), who have added to their "Hardie" range of garage plant three sizes and types of portable vacuum cleaners, and air and water towers in two sizes, and an adjustable stand-type flood-light. Use of the latter is developing, though if they are to be portable, the wiring, etc., must be carried out in conformity with the electrical and insurance authorities' regulations.

The increasing use, both of giant air tyres and the tendency to adopt the medium or lower pressure type (representing roughly a pressure difference of about 50 per cent.), is an important factor in the call for larger air compressor plant. Low pressure giant air tyres require to be kept inflated to the prescribed pressure, and have a much smaller margin of abuse or neglect in this regard than high pressure similar sized air tyres. Air tower or stand pipe units are mostly provided with a self-coiling hose-line, and have some form of automatic stop controller which can be set to act when the required pressure is attained in the tyre. The readings being indicated by a large dial-guage, uniformity for a set of tyres is assured. The combination of a water hose and air stand is largely featured, but a scope for the dual layout in a user's garage is not as large as the call for both on their own. For those who prefer a ceiling type of air pressure hose for tyre inflating and other uses, there is the "ECO" unit, by Equipments, Ltd. (London), which was shown in both the floor-stand and ceiling or roof suspended forms.

THE "ECO" TYPE INFLATION UNIT.

New Maintenance Plant.

Light Power Tools.

To review this section adequately, is beyond present space limits. A few pointers will suffice to cover the smaller categories of exhibits. De-carbonising and associated hand tools have an auxiliary in a new 8 lb. air motor by Bristol Pneumatic Tools. In its larger sizes, and the increased capacity, it is equal to operating a cylinder hone or re-grinding tool. This class of tool, of course, requires an adequate air storage plant; the smaller motor consuming about 9 cubic ft. of free air per minute. Some exceedingly tough but not brittle steel hand tools (chisels and screw drivers, etc.), were shown by E. P. Barrus & Co., (London), and Harvey Frost and Co. Brown Brothers and others showed the use of various makes of cylinder hone, the latest in the "H.F." range being a remarkably effective dry-grinding hone. W. Clark, London, showed the "Storm," a dual cylinder bore-rectifying outfit, one unit being for re-boring, and the other for finishing the bore by honing, or for the latter use solely. This exhibitor also showed a corresponding range of "Buma" tools for re-seating valves by cuttering-down the seats and re-fitting new ones, and Jones & Shipman, Ltd. (Leicester), showed their well-known range of valve and valve-seat hand cutter tools. Several exhibitors showed the Black and Decker and Van Norman motor-grinding rigs for valve seats and tools; and for larger jobs, including crank-case bearing, honing bars with adjustable feed were featured; a new comer in this line being a speciality by A. Page & Son. Electrical servicing tools are a speciality of F. J. Gordon & Co., Ltd. (London), and the range is complete from a hydrometer for testing the acid density to a round of battery re-plating and repairing tools and accessories.

Long Reach Jacks.

The needs as to rear overhanging, and a low axle clearance of coaches, and other matters, are catered for with long reach jacks, both of the mechanical and hydraulic lift types, by a new type of wheel ramp by Lake & Elliott, Ltd. (Braintree, Essex), and by Harvey Frost and others, who handle the special Weaver wheel-dolly, and the "Hyer lift" and similar forms of cantilever jack enabling vehicles to be partially up-ended for examination and removal of tyres and wheels.

Brake Testers.

Brake testing plant is in two categories, viz., (1) portable for use on one wheel at a time or per two wheels taken in turn, but both raised simultaneously, and (2) a permanent floor-type of plant on to which the vehicles are driven and the brakes tested and adjusted *seriatim* per wheel and set, and all four adjusted as a final test. The latter type being necessarily large, could not be shown. The two makes concerned are the Cowdray (Bendix Perrot Brakes, Ltd. (Birmingham), and the "Jumbo" (W. Clark, London). The portable type includes the "H.F.-Welch" (Harvey Frost), "G.E." (Bradbury & Co., Ltd. (Braintree, Essex)—both these sets can be used in pairs per axle and the readings compared, and the "Linendoll" (Delco-Remy & Hyatt, Ltd. (London)—this implement being a combination of spoon tyre brake or resistance hand dynamometer with dial resistance gauge.

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Wheel Alignment Plant.

Testing plant for wheel alignment is of two kinds. The larger and more important sort is illustrated by the Weaver plant (Harvey Frost & Co., and others), and consists of a pair of floating side-skids, on which the wheels of the vehicle to be tested are run over slowly. Any irregularity of alignment (toeing in or out), is indicated in degrees by a dial-gauge on a stand column, the gauge being calibrated right and left from a vertical (neutral) line; one side indicating that the wheels toe in incorrectly, and the other that they toe out incorrectly. A portable plant of the same make is available, and from observation of its working, it seems to meet all requirements. There is also a range of hand alignment gauges; most of the equipment firms supplying or making this type. That shown by Mann, Egerton & Co., Ltd. (Norwich), is a well made gauge, free from spring, and adjustable for track widths and other requirements at both ends of the chassis.

Electric light-servicing plant has a comprehensive range according to the extent of operation and test available, by means of a given plant or rig. The larger plant provides for every form of test and testing point required for lighting and ignition sets and wiring. The Weidenhoff (Autocar Electrical Co., London), and the Hobart (F. J. Gordon & Co., London), are of this kind. The Hobart includes a special hand testing set (the Hoyt), for tracing faults in the vehicle's circuit before dismantling the defective or suspected component. The other plant then is used to track down the actual source of the trouble in the component affected. Defective ignition test units are catered for by the smaller testing tests of Mann Egerton & Co., and Brown Brothers and C. Churchill & Co., samples of their respective plants and rigs being shown.

Giant Tyre Plant.

Giant tyre repairs can only be handled with a full equipment of the special plant designed for the purpose. This plant comprises:—

(1) Tools for stripping and buffing (cleaning) surfaces to be repaired.

(2) Special power or mechanically-assisted hand plant for removing covers from rims and for positioning them so as to get the seat of the repair into, and held fixed in a working position.

(3) Some form of portable hoist or overhead runway.

(4) A wheel dolly for operating in conjunction with the wheel jack for transferring a removed tyre-wheel for repair and for its replacement after repairs.

(5) A vulcaniser with a capacity equal to taking a 40 in. by 9 in. cover, and every sort of tread mould for external re-rubbering. Harvey Frost & Co., showed the complete plant enumerated; and Brown Brothers and A. Page & Son, the necessary plant less the new special H.F. vulcaniser for giant tyres.

Tyre spreaders or positioners are pneumatically operated from an air storage service, and the buffing units are motor or (in a few cases) air driven by rotary motors. Harvey Frost & Co., showed a new form of their "Robot" tyre changer, which is of the mechanically assisted hand type for dealing with large air-tyred rims. A companion tool for contracting and expanding split rims (favoured by American vehicle makers), is another of this firm's specialities. The B.E.N. Patents, Ltd. (London), showed a new portable tyre buffing motor rig, which, of course, like most portable plant, has a variety of applications. This firm showed also a compact and useful trolley mounted motor-driven air unit for tyre inflating, paint and other pressure spraying, and (as an extra), with a Tecalemit pneumatic lubrication unit for chassis.

We have not reviewed the more elaborate garage servicing plant such as vehicle power elevators and gantries with and without ramps, maintenance and associated plant for use in detailed overhauls and repairs, as not being essential in the average industrial vehicle and coach owner's garage.

The Institute of the Motor Trade.

MR. H. L. KENWARD, Sales Manager, Dunlop Rubber Co., Ltd., delivered his Presidential Address at a meeting of the Institute of the Motor Trade, held on November 19th. In the course of his remarks, he said, since 1926 the membership of the Institute has increased by 65 per cent. Our goal is to obtain for the motor trade a definite and honoured status. The accomplished and expert motor engineer must be regarded by the consumer in the same light as the public respects the accepted qualifications of surgeons and physicians. The manufacturer of the articles we sell must be encouraged to regard with preference the I.M.T. man, in the same way as the dispensing chemist prefers to deal with a qualified medical practitioner.

Our problem is not so much to make the Institute accepted by the motor trade, for the real status of the I.M.T. will be its valuation by the purchasing public.

That then briefly is our aim. Our standing must be such as will influence the patronage of the consumer, and we must do everything possible to make the motorist look towards the I.M.T. man for service in its highest form.

How are the public to know which firms employ or are owned by a man with I.M.T. qualifications—We must advertise the Institute.

Publicity is not necessarily inseparable from dignity. We can have all the dignity we want when every first-class man in the trade is a Member or Fellow of the I.M.T.

We now come to the much vexed question of examinations. For a moment, let us forget that particular word, and say that before a man can become a Member of the Institute, he must have high qualifications.

We are not so much concerned with academic distinctions as we are with useful experience, sound knowledge, and willingness to contribute towards the achievement of a proper status for the motor trade.

Now, as to the benefits we shall get from the development of the Institute. We shall all take out a little less than we put in, and those who will reap the fullest benefits will be those who are to follow us in an industry which means so much to the Nation.

It is obvious that the proper recognition of the Institute must be followed by increased business being given to its Members and Fellows. But that should not be the end of our present efforts.

We want the help of the manufacturers. We want them to help us with our publicity, to suggest lines along which we should work, to assist us in framing proper examinations, and to give us their own ideas of the future. In short, we want the complete co-operation of the manufacturers, and I think that if we ask them for it, we shall get it.

L.N.E.R. London City Manager's Staff Dinner.

THE Fourth Annual Dinner of the London City Manager's staff of the London and North Eastern Railway, was held on November 8th, in the Liverpool Street Hotel, when Mr. Percy Syder, London Manager, presided over a gathering of nearly 150.

Mr. E. T. Creasey, goods agent at Marylebone, proposed the toast of "The London and North Eastern Railway," and Mr. W. Mc A. Gracie, assistant goods manager, southern area, replied. Mr. T. J. Dove proposed the toast of "The Visitors," and welcomed the Mayor of Shoreditch (Ald. G. Reynolds, J.P.), and Mr. W. P. Bailey

In giving the toast of "The Chairman," Mr. T. R. Hamilton, goods agent at Bishopsgate, said that for nearly 14 years Mr. Syder had been their Chief. He had been in close association with Mr. Syder, whose sterling qualities had endeared him to all, and they would continue to do everything possible to help him in every way.

Mr. Syder, who was received with prolonged applause, said he was proud to be their Chief, but he did not want to be considered as an Officer only—his aim was also to be their adviser and friend, one whom they could always approach (hear hear). He wanted them to be happy in their work, because the happier the man, the greater was his output. He appreciated their loyalty. He was proud of the London District which had contributed to the satisfactory increase in receipts. Close co-operation would overcome all difficulties, and he was pleased to see how well all had worked together. He was delighted, he said, to see amongst them a member of his staff who held that most coveted decoration, the Victoria Cross, Mr. C. G. Robertson (loud cheers). He also mentioned the splendid musical programme provided by Mr. W. E. Phillips, and the hard work put in by the Committee, including the Hon. Secretary, Mr. A. C. Knight.

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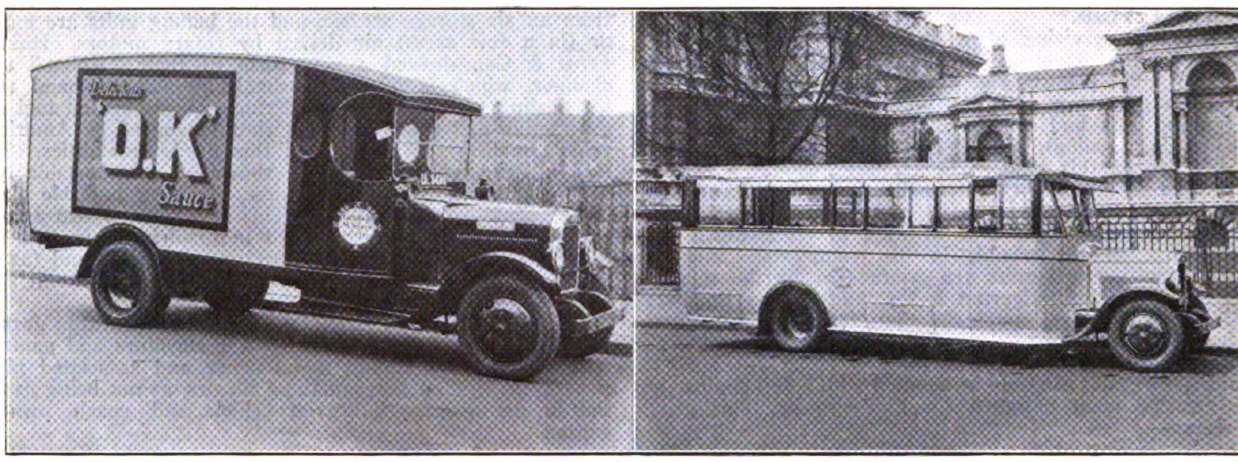
The Federal Chassis.

UNITED MOTORS, LTD., 27-34 Walnut Tree Walk, Kennington, London, S.E.11, sole concessionaires for the Federal chassis for Great Britain and Ireland, have now on the British market the following models:—(1) A 30-cwt. four cylinder model, price, short chassis, £335; long chassis, £340. (2) A 40-cwt. six-cylinder model, price, short chassis, £510; long chassis, £515; passenger chassis, £535. (3) A 40/50-cwt. six-cylinder chassis, sold in short, medium and long wheelbase sizes for goods traffic and similarly for passenger transport, prices, £570 to £625. (4) A 4-cylinder 50/60 cwt. chassis, sold in four wheelbase variations, ranging in prices from £715 to £740 with pneumatic tyres, or from £675 to £700 with solid tyres. Taking these chassis in the above order. (1) The 30-cwt. model has a four cylinder engine 3½ in. bore and 4½ in. stroke, with Ricardo head, forced feed lubrication, venturi carburetter, air cleaner, oil filter, petrol strainer and battery ignition; the engine develops 35 b.h.p., R.A.C. rating 19.6 h.p. It has thermo syphon cooling, a dry plate clutch and three speed gear box unit with engine. From the gear box to the spiral bevel driven rear axle, power is transmitted through a tubular propeller shaft. There are internal expanding brakes, semi-elliptic springs, cast steel spoke wheels with 30 in. by 5 in. pneumatic tyres. Worm wheel steering, 16 gallon petrol tank, grease gun chassis lubrication, and the equipment includes electric generator and starter. (2) The 6-cylinder 40-cwt. model, type F.7, has an engine with 3⅜ in. bore by 4⅝ in. stroke, developing 65 b.h.p. at 2,700 r.p.m. It has a four speed gear box unit with motor, a tubular propeller shaft and spiral bevel gear rear axle, detachable steel wheels with demountable rims fitted with 30 in. by 5 in. tyres. Grease gun chassis lubrication, worm and sector steering, dynamo lighting and self-starter. The weight of the chassis is 31 cwt., and the useful load capacity is 40 cwt. (3) The 40/50-cwt. six-cylinder chassis has an engine similar to the above, a Zenith carburetter, battery ignition, four speed gear box mounted amidships, tubular propeller shaft, spiral bevel rear axle, detachable steel disc wheels with 32 in. by 6 in. tyres, single front, twin rear, and in other respects it is similar to chassis type F.7. (4) The 50/60-cwt. model has a four cylinder engine, 4 in. bore, 5 in. stroke, developing 49 h.p. at 2,000 r.p.m., a three bearing crankshaft, battery ignition, single disc clutch, pump cooling, four speed gear box (separate unit), worm driven rear axle, cast steel wheels with solid tyres or spoke disc for pneumatics. Pneumatic equipment 32 in. by 6 in., single front, twin rear. This chassis is also sold with a six-cylinder engine.



LEFT: THE FEDERAL 30-CWT. BOX VAN, AND RIGHT: THE FEDERAL 24-SEATER COACH.

National Automobile Chamber of Commerce.

THE National Automobile Chamber of Commerce, 336 Madison Avenue, New York, annually holds prize competitions for the pupils and teachers of elementary schools in the U.S. In this manner an endeavour is being made to have school children take a greater interest in Street Traffic Problems and Regulations, with a view to bringing about thoughtfulness and thereby reduce motor fatalities. This year, for instance, the pupils had to write on the theme, "My Duty as a Junior Citizen to Observe Traffic Rules," each essay to be illustrated by an original drawing or photograph, or by an appropriate magazine or newspaper clipping. 442 gold medals and a similar number of cash prizes were awarded. Besides these the pupil submitting the best essay was awarded a gold watch and a trip to Washington with all expenses paid and was presented to the President of the United States. "The Training of Future Citizens in Street and Highway Safety" was the theme the school teachers had to deal with. Rewards of 500, 300 and 200 Dollars each were provided for the three best essays. These annual prize contests of the National Automobile Chamber of Commerce have produced satisfactory results by getting both school children and teachers interested in one objective—Traffic Safety.

More Visitors to the United Kingdom.—Carefully kept and analysed figures for passengers of nationalities other than British landing in the United Kingdom ports during the first nine months of 1929, ending September 30th, show an encouraging increase in the number of tourists visiting Great Britain, states The Travel Association of Great Britain and Ireland. Deducting residents of foreign nationality returning from abroad, passengers in transit to other countries, seamen, persons admitted with Ministry of Labour permits and 70,412 visitors on business, the total number of foreign visitors on holiday in Great Britain during the nine months was 209,909. The Travel Association has reason to hope that the invitation which it is sending to intending tourists all over the world to visit Great Britain will result in further increase in the total number of visitors during 1930. The offices of the Association are at Kinnaird House, 1, Pall Mall East, London, S.W.1.

New York Automobile Show.—The 30th Annual Automobile Show will be held at Grand Central Palace, New York, from January 4-11. There will be displays of 240 models, representing 46 makers of cars, i.e., 42 makers of domestic cars, 2 domestic cabs, as well as the showing of Mercedes-Benz and Voisin, automobiles. There will also be shown for the first time the new Cord, the Marquette, the Roosevelt and the Viking. In addition to these exhibits, there will be more than 200 displays by accessory manufacturers and makers of shop equipment.

"Borrowing" Motor Cars.—The Royal Automobile Club welcomes the action taken by the Home Secretary and of Sir Gervais Rentoul, M.P., in introducing Bills into the House of Commons to render it illegal to "borrow" a motor car or motor cycle without the owner's permission. The need for an alteration in the law in this matter is so urgent that it is to be hoped that one or other of the Bills will be passed through all its stages this Session.

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Merseyside Notes.

FROM OUR OWN CORRESPONDENT.

State of Haulage Trade.—Conditions in the motor haulage industry have taken a more favourable turn during the last few weeks, and both cartowners and motor haulage contractors have benefited. In the food trades the offerings of traffic have been much more satisfactory. There is still considerable competition for loads from Liverpool to the Lancashire and midland towns with the usual accompaniment of cut rates. Since the railway companies have been making a bolder bid for traffic, haulage contractors have been exerting strenuous efforts to retain their hold on tonnage. Short cart and motor owners are fairly busy on building contracts.

The Mammoth.—M.R.S., Ltd., haulage experts of Liverpool, who have recently accepted delivery of a 14-wheeled vehicle capable of carrying a load of 100 tons, have named it the Mammoth after the gigantic crane of that name owned by the Mersey Docks and Harbour Board. This crane is capable of lifting 200 tons.

Passenger Transport.—All the motor coach operators in this district who send daily coaches to London have reduced their fares and it is now possible to make the return journey of about 400 miles for 20s. From Blackpool there are three daily services and the fares quoted are the same as those from Liverpool. The Blackpool motor coach owners have also revised their list of fares for the shorter journeys, and for bookings to Manchester and Liverpool the winter rates are single 3s., day return 4s., and period return 5s. 6d. Considering the quality of the coaches owned by the Blackpool operators, these fares are remarkably low. Long distance travellers not only enjoy the comforts of ultra modern vehicles with arm-chair seats, tables, electric light to each seat, but are provided with rugs.

An Old Wrong Righted.—The summonses which were issued against the Liverpool Corporation by Mr. W. J. Cornes of the Merseyside Touring Co., charging the Corporation with permitting their omnibuses to ply for hire within the city, without being licensed, have been withdrawn. The Attorney-General in the first place consented to the issue of the summonses in order that the point could be decided whether buses owned by local authorities should be licensed in the same way, and therefore subject to the same test for safety, as privately owned buses. As the Corporation accepted this standpoint the Attorney-General acquiesced to the withdrawal of the summonses. Mr. G. Justin Lynskey for the Corporation said the trouble started in 1898 when the Liverpool City Council delegated to the Tramways Committee the licensing of vehicles belonging to the Corporation. Private owners had to be licensed by the Watch Committee. In future the Corporation vehicles would be dealt with in exactly the same way as those belonging to other persons. When the Corporation's attention was called to the matter they promptly regularised that position and the duty of licensing these hackney carriages was delegated to the Watch Committee.

Liverpool Commercial Motor Users.—At the meeting of the Liverpool Area Committee of the Commercial Motor Users Association on 21st November, it was reported that a public inquiry would be held at Crewe on 18th December, into the application of the Cheshire County Council to place restrictions on certain roads in the urban and rural districts of Northwich, Redbury, and Romiley. It was also intimated that as the result of a deputation from the Standing Joint Committee of the Road Transport Associations, the Minister of Transport had agreed that existing eight wheeled vehicles 36 feet in length and those now under construction and registered before 31st March, 1930, would be permitted. After 31st March next, all new eight wheeled vehicles will be subject to the length limitation of 33 feet.

Warehousing Outlook.—The Liverpool Warehousing Company has had another prosperous year, the increase in profits being £10,792 over those of the preceding year.

A Secret of Success.—At the first annual ball of the Merseyside Touring Company, held in the Town Hall, Bootle, on November 19th, there was an attendance of 500 persons, including the Mayor and Mayoress of Bootle, and Messrs. W. Edwards, W. J. Cornes, G. F. D. Burrell and F. H. Paul (Directors). The Mayor of Bootle in a short speech said "Good feeling between Directors and employees is the secret of success in a business."

Trackless Cars Coming.—Liverpool Corporation is promoting a Bill in Parliament seeking powers to run trackless trolley cars. Although no definite scheme for trackless cars has been approved or discussed by the City Council or the committee concerned, in the near future the question may be seriously discussed. There is a great deal of support for such a service in the new housing areas, where it could be used to link up with existing bus and tram routes.

Lancashire Traffic Control Bill.—The Lancashire Traffic Board Bill which is being promoted by the Lancashire County Council, was drawn up after a conference of local authorities and provides for the constitution of a Board for the purpose of licensing and regulating passenger vehicles, particularly omnibuses plying for hire in the county. It will also confer upon the Board power to alter or amend any existing provisions affecting either the vehicles themselves, the drivers, or the conductors. The Board will have the power to impose conditions of licences relating to routes, stopping places, third party insurance, wages and conditions of employment, and the safety of vehicles and their passengers and make all necessary by-laws and regulations.

Transport Affinities.—Addressing a meeting of Runcorn businessmen, Mr. C. Hurst, a Warrington railway official, said there was abroad an opinion that the railway was the natural enemy of the haulage contractor. That was not the case. Each one had a definite work and if they both worked in co-operation much could be done for the community as a whole. The greatest risk to the haulage contractor was the other haulage contractor who cuts rates, and the end was not pleasant to contemplate in the light of economic ethics. The road powers granted to the railways had met with general approval and must benefit industry and the trading and travelling public.

New Screen Fitting.—Mr. Mazzini Stuart, J.P., of Liverpool, has invented a new type of windscreen, a feature of which is the fact that the wiper operates laterally, sweeping the whole or any given part of the glass screen. The wiper is driven by a small motor, and one of the most ingenious features is the rod which automatically sends back the rubber wiper on its journey, at any desired speed, when it has reached the end of the glass.

For Inward Services Only.—Blackpool Transport Committee has declined the application from Messrs. M. and H. Motors, Ltd., for permission to run a motor bus service out of Blackpool from the Talbot Road Bus Station. The reason given is that the municipal transport station is for inward motor services and the Corporation's motor bus traffic. If all the local bus services wanted to work from the bus station it would be impossible to deal with them.

Birkenhead Dock Improvements.—Big improvement schemes are contemplated at Birkenhead Docks and await the approval of the Government. The nature of the improvements have not been disclosed, but they are intended to provide some relief of the unemployment problem.

Agreement on Licensing Point.—The refusal of the Southport Watch Committee to renew the licences of the Ideal Bus Services, Liverpool, the buses to run in Southport, resulted in a Ministry of Transport inquiry at Southport last month. It was stated that the company had thirteen buses which plied between Liverpool and Southport only. For the six months ending last September, they carried 500,000 passengers, of whom 300,000 were conveyed into and out of Southport. On account of convictions for speeding in the borough, renewal of the licences had been refused in Southport. Application was made last July with respect to 13 buses, though up to that time only three had been run. After a private consultation between the parties, the Watch Committee agreed to renew three licences to the Ideal Bus Services, and to grant a new licence to enable them to maintain an efficient service. The licences expire on April 30th next.

Proposals for Liverpool Air Services.—With regard to the proposed aerodrome on the Speke estate, the Liverpool Corporation is making enquiries from the National Flying Services, Ltd., Alan Cobham Aviation, Ltd., or any other qualified expert as to the terms upon which they would advise the Corporation as to the erection of an aerodrome with particulars of the cost and other necessary information, or, in the alternative, what proposals they were prepared to make for the allocation by the Corporation of this site for the erection thereon by them of an aerodrome and the maintenance of running thereof.

Firestone Tyre and Rubber Company's New London Supply and Service Depôt.—The Firestone Tyre & Rubber Co. (1922), Ltd. have opened a new branch at Rochester Road, Camden Town, N.W.1. The new branch comprises warehouse and offices, and is fully equipped to give complete service.

Shires at Canadian Shows.—Shires at the British Columbia Fairs were outstanding attractions. At Vancouver the Shire entries numbered 43, which was well in advance of the other Heavy Horse sections, and similarly this was the case at Victoria and New Westminster. Lethbridge also had a great display of Shires.

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Manchester Notes.

FROM OUR OWN CORRESPONDENT.

Manchester Air Services.—It has been decided that Northern Air Lines Ltd. will definitely remain in Manchester and that they will go to the Chat Moss Aerodrome shortly. The possibilities of Liverpool as an operating centre were recently discussed because of the lack of support from Manchester.

An Appropriate Change.—Rochdale Tramways Committee in future will be styled the Passenger Transport Committee. The explanation of the change is that the committee now operates 'buses as well as trams.

Horse and Motor Owners' Protest.—The Amalgamated Horse and Motor Owners' Association of Manchester has had under consideration a report of certain comments by the Bury county magistrates as to what they will do if defendants summoned for offences under the Motor Car Acts did not put in an appearance. They made it plain that in the event of a defendant not appearing or sending a letter, the case would be adjourned for a week and a warrant issued to be executed the day following the adjourned hearing if the defendant did not appear then. The Amalgamated Horse and Motor Owners' Association has decided to lodge a protest with the authorities against the issue of warrants for the arrest of defendants who, having sent a postal communication pleading guilty, do not appear in court.

New L.M.S. 'Bus Service.—Manchester Corporation Hackney Coach Sub-Committee has approved the application of the L.M.S. Railway Co. for permission to run a motor omnibus service between Halifax and Manchester.

A.E.C. Demonstration.—The Associated Equipment Company demonstrated one of their latest types of chassis carrying a body by Messrs. Davidson, of Trafford Park, to representatives of the Manchester and South-East Lancashire Corporations last month. The Manchester Corporation employs three main types of motor-bus—Leyland, Crossley and A.E.C.

New Transport Depôt.—Salford Corporation has opened a new transport department for motor-buses and tramcars at Weaste. The cost of the building is about £80,000. The Corporation motor-bus fleet of 72 vehicles is to be supplemented shortly by 18 'buses of the most up-to-date type, tenders for which were recently invited. Omnibus routes operated under the Acts of 1920 and 1927 cover approximately 150 miles of route, 46 miles of which are within the Corporation area and the remainder on joint services or inter-running extensions which link up with the services of the Lancashire United Transport and Power Company, and the Leigh, Wigan and Bolton Corporations on the western boundary of the city, and with the Bury, Manchester and Stockport services on the northern and eastern boundaries.

Manchester Tube Plan.—An £11,000,000 scheme for the construction of tube railways in Manchester will be submitted to the January meeting of the Manchester City Council. It is estimated that the tube will take nine or ten years to complete and will cost £669,000 per mile to construct.

Transport Clauses in Corporation Bill.—Considerations of space will only permit of very brief reference to the clauses in the Manchester Corporation Bill which concern road users. Apart from the powers that are being sought to make and maintain and carry out certain road works, the Corporation seek to provide and maintain motorbus services beyond the City of Manchester for the carriage of passengers, goods and luggage, and to enter into working agreements with other local authorities, companies and persons. Clause 11, if adopted, will enable them to discontinue tramways and to substitute trolley vehicles and omnibuses therefor. Steam vehicle owners will be interested in the fact that powers are being solicited to make provision for preventing nuisances by smoke or otherwise from mechanically propelled vehicles; proprietors of hackney carriages and motorbuses may be required to insure against third party risks; the Corporation may prescribe the starting and stopping places for motorbuses and may make further provision for the regulation of vehicles at tramway stopping places.

Trailer Law.—When Messrs. David Riley & Co. were summoned at Middleton for allowing a trailer with incorrect axle weights to be used, it was argued that the Act bearing on this was to the effect that no load on a lorry and trailer should exceed 22 tons. There were no registered axle weights for a trailer. As the load had not been weighed by the police it was submitted that there was no case, as the only thing they could prosecute for was an excessive weight on the trailer. The case was dismissed.

Yorkshire Notes.

FROM OUR OWN CORRESPONDENT.

Parliamentary Activity.—A number of Parliamentary Bills of interest to transport users in Yorkshire are to be presented to Parliament during the coming session. The Leeds Corporation is to seek powers to extend the tramway system and to run omnibuses along any route outside the city (subject to such consents as may be prescribed in the Bill), and to enable the Corporation and any other corporation, authority, company, body or person to enter into contracts or agreements with regard to the running of motor omnibuses. Another interesting clause is to give the Corporation power to provide a penalty for failure to observe a signal or light controlling traffic. The Barnsley and District Traction Company will also seek to abandon certain tramway routes and to substitute motor omnibuses. A curious position has arisen in regard to a Bill in which it is sought to give Parliamentary sanction to an arrangement between four Urban Councils operating the Dearne District Light Railway and the Yorkshire Electric Traction Company. It is desired to abandon certain tramways and substitute trackless services, but at the present time the matter is in abeyance as by one vote one of the Councils concerned has failed to give its approval to the Bill and absolute unanimity must be shown before the Bill can be introduced in Parliament.

A Bradford Conversion.—Bradford has introduced railless on a route from the city to Allerton in place of tramcars, although trams still run over a big section of the route to serve another suburb. The change over has been the subject of much controversy, and while the Tramway Committee appeared to support railless there was a very strong feeling that motor omnibuses should be introduced to take the place of the trams. The tramway officials contended that there was not sufficient traffic to justify relaying of the tramway track, which was worn out. Other sections of tramway in Bradford are reaching the stage when they will have to be relaid, and it will be interesting to watch developments during the coming year. In addition motor-bus competition with tramways is severely affecting the tramway finances, and the Tramway Manager recently complained that motor-buses were "shadowing" the tramcars and taking the cream of the traffic.

Noise Regulations Enforced.—The noise regulations are being enforced in Yorkshire, a notable case being one at the Halifax West Riding Court in which a local motor-bus proprietor was fined £1 for permitting a motor-bus to make an excessive noise. The case against the driver was dismissed on payment of the costs. The mudguard was loose, and, in the words of the police officer, "an excessive noise was being made."

Difficulties of the Weather.—Weather conditions during the winter months have been in distinct contrast with that of the summer, when everybody got the advantage of ideal conditions. Floods have interfered with some of the bridge improvements which are going on in various parts of the county, but fortunately there are few main highways which become flooded and stop traffic. Fog has been a great bugbear to the transport industry, and particularly to the motor-bus operators. Services have been disorganised on many occasions, and the difficulty has often been that the fog has been thick in some places and comparatively light in other places. Drivers have had no warning when they might run into a bank of fog, and conditions have been more dangerous than for many years past.

An Unfair Insinuation.—Reference was made in these notes recently to the statements made in various quarters that motor omnibus employees engaged with private firms were being paid very inadequate wages. The Silsden Urban Council received a letter asking them not to licence vehicles running in their district unless an undertaking was given that fair wages were paid. Inquiries were made and it was found that there was no ground for complaint.

Traffic Links Developing.—The opening of the Boothferry Bridge to provide a link between the West and East Riding of Yorkshire is proving to be so popular and useful that thoughts are being turned to similar developments in other quarters. For a long time the existence of toll-bridges has been a serious matter in this low-lying part and a new method of dealing with the problem has suggested itself in certain quarters, it being proposed in one case to build an entirely new bridge if terms cannot be arranged with the toll-bridge owners. The idea of providing ring roads and by-passes to many of the old towns where traffic congestion is very troublesome is receiving attention, and at York a local inquiry has been held to authorise the planning of a road which will enable traffic to miss the city. To the transport industry such roads are of great capital value in the saving of time and expediting traffic.

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Hull Notes.

FROM OUR OWN CORRESPONDENT.

Tunnel or Bridge?—The cordial way in which the Lord Privy Seal received the deputation which waited upon him to ask for Government support in the matter of providing better means of communication between Hull and North Lincolnshire has given rise to a confident feeling that the construction of either a tunnel or a bridge will be commenced in the not-distant future. Expert engineers are preparing alternate schemes. In the meantime the Humber Conservancy Board, who are particularly concerned in seeing that nothing is done to prejudice navigation of the Humber, have let it be known that they are strongly opposed to the idea of a bridge. So far as they are concerned, it must be a tunnel, and in that attitude they have the support of the vast majority of people qualified to express an opinion.

A Request Refused.—The Hull Omnibus Owners' Association asked the Watch and Licensing Committee to receive a deputation to discuss with them the question of the additional vehicles to be used by the Corporation when the extension of the City boundaries comes into operation, but the request was turned down, the Committee considering no useful purpose would be served by it.

Safety First.—Hull Watch Committee is taking the initiative in the establishment of a local branch of the Safety First Association. They are to co-operate with the members of such organisations as may be thought desirable.

Knock-for-Knock Agreement.—East Yorkshire Motor 'Bus Services, Ltd., have concluded a knock-for-knock agreement with the Hull Corporation Tramways undertaking.

Upholstering of Tramcars.—As an experiment two tramcars are to be upholstered at an estimated cost of £130 each. Heating is also to be supplied.

Tenders Accepted.—The Tramways Committee have accepted the following tenders for trolley 'buses: Guy Motors Ltd., 12 chassis complete at £1,165 each; Brush Electrical Engineering Company Ltd., six 'bus bodies at £800 each; and Messrs. C. H. Roe Ltd., six 'bus bodies at £825 each. The vehicles are to be used on the New Bridge-road route.

Abolition of Level Crossings.—The consummation of the wishes of the entire public that Hull should be freed from the stranglehold of the level crossings seems to be on the point of achievement. The Consulting Engineers, Sir Henry Maybury and Mr. Fredk. Palmer, whom the Corporation engaged, have reported in favour of the scheme prepared by the engineers of the London and North Eastern Railway Co. Indeed, they go so far as to say that a better one could not be evolved. The Bill to give legal sanction and authority to the agreement between the Corporation and the railway company will shortly be placed before Parliament. Already it has obtained the blessing of the Lord Privy Seal, and its speedy passage into law is regarded as a foregone conclusion. The total estimated cost of the scheme is £1,242,249, and the London and North Eastern Railway Company will contribute the sum of £100,000. For the remainder the Corporation is to be responsible, but they hope to get considerable assistance from the Ministry of Transport and the Unemployment Grants Committee. As the tramways will benefit considerably by uninterrupted running, they are to contribute £10,000 a year towards the cost, and in order that present-day ratepayers may be relieved somewhat, and posterity pay its share for the advantages it will receive, the Corporation are asking for the repayment of the loan they will have to raise to be spread over a period of eighty instead of thirty years. Five years are allowed for the completion of the work after the passing of the Act.

Another Exide Polar Triumph.—Exide batteries have borne an important part in many accomplishments of world significance. Their latest achievement of international interest is the enabling of Commander Byrd to keep in constant touch with civilisation throughout his South Pole expedition. Commander Byrd is now receiving universal congratulations as being the first man to fly over both Poles, and throughout his Antarctic expedition he used Exide batteries exclusively for his radio power, and for other vital services for which an absolutely reliable supply of electric current is required. It may be recalled that Exide batteries were also used in the airship "Norge," which Captain Amundsen successfully navigated from Spitzbergen across the North Pole to Alaska in 1926. The present British Antarctic Expedition under Sir Douglas Mawson in the "Discovery" is also equipped with Exide batteries.

South Wales Notes.

FROM OUR OWN CORRESPONDENT.

Important Ministry Decision.—In the matter of appeals made by Great Western Express Coy., Ltd., and the South Mon. Motors, Ltd., against refusal by the Cardiff City Council of licences for South Wales—London route services, the Ministry in announcing decision in favour of the companies, makes a pronouncement of importance to all long distance bus service proprietors. Whilst stating that licences should be granted the Ministry states that on each long distance service bus an adult conductor must be carried, and the Ministry is to make this a rule. The main objection to bus service conductors on long distance routes was stated at the inquiry into these appeals to be that a seat which could be occupied by a passenger has to be given up to a conductor with resultant loss on some long distance routes of as much as £2 per bus per day. Furthermore, it was argued that conductors were unnecessary on such buses as all seats were pre-booked and there was no picking up and setting down of passengers in the way usual to short distance ply-for-hire services.

More Trams to Go.—The Pontypridd Urban District Council is to immediately scrap a large section of its tramways system and replace the trams by both trolley buses and petrol buses. The Council has been empowered to take this step for some time but has delayed action in the matter. The trams have been a losing concern, mainly, it would seem, owing to the large percentage of workmen's services, at reduced fares, which have to be run in this colliery district.

An Inquiry Pending.—The Ministry of Transport will shortly hold an inquiry into the withdrawal by the Cardiff City Council of six licences from Imperial Motors, Ltd., Abercynon, for alleged breach of running conditions.

Keeping Out Private Enterprise.—A conference of East Glamorgan local authorities, held at the instance of the Cardiff City Council, has decided that all the authorities shall refuse licences for private enterprise services which would have to enter Cardiff by the North Road. As there is no other way of reaching Cardiff from the Rhonddas, Pontypridd, Merthyr, Aberdare and Caerphilly this decision, in effect, amounts to closing entry to Cardiff from these districts to private enterprise services. The same conference decided to allow the Cardiff and Merthyr Councils to ply buses over the North Road into and from Cardiff although the ground of decision to refuse private services licences is that congestion prevails on the North Road. A great ramification of inter-town municipal services in this area is proposed in which several owning councils are concerned.

Licences Granted and Refused.—At the November meeting of the Merthyr Tydfil Watch Committee applications for licences on the route Merthyr—Cardiff were received from C. Davies & Sons, Dowlais, Imperial Motor Coy., Abercynon, Gough's Motors, Mountain Ash, Mardy, Rhondda, Motor Coy., Ltd., Mardy, Rhondda, and Mr. J. King, of Pontypridd. All these applications were refused as have been several applications from other firms in previous months. At the same meeting licences were granted for the route to the Cardiff City Council who, in turn, will licence Merthyr Council services. Some of the companies who have been refused licences for the route have been refused year after year and feel that injustice has been done in refusal of their prior claims to the route whilst granting the first application from Cardiff municipal service.

G.W.R. Extensions in Monmouthshire. — The Great Western Railway Company is to extend its bus services depôt at Abergavenny and is, it is stated, to make Abergavenny an important centre for bus services in North Monmouthshire and Breconshire areas.

Bus Powers Bills.—Bills now being put forward to Parliament for extended powers of bus running include those of the Cardiff and Newport Councils who seek large additional plying powers. Cardiff also seeks power to compulsorily purchase the toll gate on the main Cardiff—Penarth Road—a proposal which will be welcomed by vehicle owners. The Llanelly Traction Coy. seeks power to substitute trolley buses for trams at Llanelly.

Obituary.—The death of Mr. A. Jones, the Southampton manager of Jay's Ltd., was keenly felt by furniture removers in South Wales. He had been formerly manager at Swansea and Pontypridd and had been a large number of years in the trade and prominent in removers' organisation. The South Wales centre of the Furniture Warehousemen and Removers' Association were represented at the interment at Swansea and also sent wreaths from the branch and individual members.

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North-East Coast Notes.

FROM OUR OWN CORRESPONDENT.

"Scrap the Trams."—It has been suggested by correspondents in the Newcastle Press that the City trams should be "scrapped" in 12 months and replaced by buses. The Northumberland and Durham Property Owners' and Ratepayers' Associations, having examined the accounts of the Corporation Transport Committee, states, decisively, that the proposition is not economically sound and that the trams should soon be making an increased profit.

Tyneside Tramways.—As a result of the passing of the Tyneside Tramways and Tramroads Company's Bill, the Company will, when expedient and practical, abandon its tramways and substitute a system of modern motor buses. In this, as far as the through route from Newcastle to Tynemouth and North Shields is concerned, they will be associated with the Newcastle Corporation. The Company's tramways within Newcastle and Gosforth become part of that Corporation's system. When the tram track elsewhere is no longer operated, Wallsend Corporation will restore the road at the Company's expense. They have the rights of purchase in 1959, provided they take the whole undertaking.

Garage De-rated.—Mr. G. L. Jackson, of the Bridge End Garage, Morpeth, was respondent before the Rate Assessment Committee at Newcastle in a claim by the Revenue authorities to have his premises scheduled as a non-industrial establishment and liable to non-preferential rating. He put in the claim that the primary use of the premises was that of an engineers' and millwrights' shop. Figures were given to prove that whereas the profits from retail business, including petrol-supply, were £372 up to October 31st last, the profits from engineering and repairing were £1,059. The firm's claim was sustained.

Bus v. Rail.—The question of traffic service in the North-East area is said to be under serious consideration by the L.N.E.R., in view of the fact that it has recently acquired a controlling interest in many motor bus services. Where passenger traffic has left the railway in large volume it might obviously be economy to close some of the stations, or discontinue Sunday services in connection therewith, but nothing definite has been announced.

New-Style "Robot."—One of the new super automatic traffic signals, as recommended by a national commission on motoring, was recently installed near the Newcastle end of the Tyne Bridge, an especially busy spot. Instead of only amber showing for caution, the red and amber signals show together until the all-clear green is seen. To put an end to the practice of some drivers starting on the "caution" signal, the authorities have been experimenting with a direct "stop" to "go" system.

Great North Road.—A scheme for the improvement of the Great North Road in Northumberland has been approved by the County Council, the total estimated cost being £306,000. The Ministry of Transport will give a grant of 85 per cent., leaving £45,000 to be borne by the rates. Under the Government's terms, labour must be recruited from the county, those engaged being married men or men with dependents.

A "Rush" Job.—One of the biggest permanent way alterations in the North within recent years was when four new main line electric tracks were laid on the L.N.E.R. at Newcastle. The work was necessitated by the reconstruction and widening of the arch over the Tyne Bridge approach at the foot of Pilgrim Street, and was carried out one Sunday without any delay to trains.

Traffic Control.—The Transport Bill, when it becomes operative, will means wholesale reorganisation of licensing and other authorities in the various regions. Anticipating this, a North-East Regional Committee was formed, and promptly set about its task of regulating inter-district traffic, linking up bus services, etc., etc.

Passimeter Booking Office.—The first passimeter booking and ticket collecting office in the North of England was opened by the L.N.E.R. on November 25th at Manors East Station, Newcastle. Over 100,000 tickets are issued and over 200,000 collected at Manors End annually.

A New Fleet.—A considerable number of double-deck motor buses have been acquired by United Automobile Services, Ltd., for its Newcastle-Ashington and other services.

Posting Boxes on Buses.—Posting boxes are now available on the "United" buses to and from Newcastle on the Blyth, Thropton and Newbiggin routes. The boxes are intended for letters and postcards only, and the scheme is experimental. Similar services are about to be introduced on the Newcastle trams.

Midland Notes.

FROM OUR OWN CORRESPONDENT.

Birmingham City Bus Developments. — In view of the development of omnibus services the Birmingham Corporation is ordering 75 new double-deck buses. Some of these buses will take the place of the Hagley Road trams which are being scrapped at the end of the year; sixteen will be used on a new route and about twenty on existing routes. Twenty new single-deckers, recently purchased, are now in service.

G.W.R. Activity.—Improvements costing in the neighbourhood of a quarter of a million are to be undertaken by the Great Western Railway at Wolverhampton. The scheme includes the reconstruction and modernising of locomotive repair shops; the construction of a new engine erecting shop; a machine and building shop; four new cranes to be installed; the reconstruction of the goods depot, in Herbert Street, equipped with the latest electrical appliances. The Solihull District Council report that the Great Western Railway have submitted proposals for quadrupling its running lines between Olton and Rowington, a distance of several miles on the North Warwickshire line. This will mean considerable bridge alterations.

G.W.R. Cartage Scheme.—The Great Western Railway has inaugurated a new house-to-house cartage scheme for goods and parcels in certain large centres, including Birmingham and Wolverhampton.

Railway Orders.—Rhodesian Railways have ordered 150 steel wagons and 150 bogie 45-ton capacity wagons from the Metropolitan Cammell Carriage Wagon and Finance Co., Ltd.; 100 20-ton wagons from the Birmingham Railway Carriage and Wagon Co., Ltd., and six first-class passenger coaches from the Gloucester Railway Carriage and Wagon Co., Ltd.

Buses Replace Trams.—Omnibuses have superseded the trams on the Bromford Lane route from West Bromwich to Oldbury, and on the Spon Lane route from West Bromwich to Smethwick. The service, inaugurated by the West Bromwich Corporation, works successfully.

Negotiations at Stoke-on-Trent. — The Special Committee, set up recently by the Stoke Corporation in connection with proposals to promote a Bill in Parliament for powers to operate bus services, met a deputation of the North Staffordshire Bus Proprietors. It is believed that a basis for settlement has been arrived at but as yet details have not been disclosed.

"Safety First" Awards.—The Birmingham Co-operative Society is a great supporter of the "Safety First" movement and have added money prizes to their drivers receiving awards from the "Safety First" Council.

Midland "Red."—Mr. O. Cecil Power, Traffic Manager, The Birmingham and Midland Motor Omnibus Co., Ltd., said, in an address to the Birmingham Rotarians, lately, that the Midland "Red" motor services would continue to develop on existing lines. The public would benefit materially by the close working of road and rail services. Waste of transport facilities would be avoided, buses would meet early and late trains, there would be synchronisation of time-tables, the use by buses of railway station yards, and the issue of combined road and rail tickets. Mr. Power added that the Company were building 200 super motor coaches for long distance services next year.

By Road to the Mersey.—An attempt to revive interest in a motorway between Birmingham, Manchester and Liverpool was discussed at a recent meeting of the Midland branch of the Roads Improvement Association. Mr. S. P. Blizzard explained that to construct such a road 123 miles long would cost £7,000,000 and suggested that if the State was not prepared to spend such a sum there should be no objection to private enterprise undertaking the work on the basis of tolls. Transport between the Midlands and the Mersey and the Manchester Ship Canal was increasing at the rate of 20 per cent. per annum. The idea of tolls was not well received. Mr. Thos. Hawkins, J.P., of the Birmingham Horse and Vehicle Owners' Association expressed the view that the Midlands would be better served by spending half the money on existing roads. Nevertheless, both the Birmingham City Council and the Chamber of Commerce have passed resolutions favouring a toll road constructed by private enterprise.

Importance of Canals to the Midlands. — Mr. George Cadbury, in a lecture to the Great Western Railway Debating Society the other day, said that waterways were among the essential factors in fixing the cost of transport and were, therefore, a key to the prosperity of the Midlands. Unless Birmingham could obtain cheap transport, he asserted, Birmingham would go to the wall.

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Scottish Notes.

FROM OUR OWN CORRESPONDENT.

Trade Outlook.—Industries in the West of Scotland are experiencing a dull period. Most firms will be glad to see the end of the year in the hope that the immediate future holds something better in store. Not a little of the unemployment is due to the closing up of local factories which now operate from England. This is a tendency in industrial life which will continue. The Scottish Motor Show was held last month, but there was no section devoted to commercial vehicles.

Martinmas Term.—At one time an important day for removal contractors in the towns, the Martinmas half-yearly term is losing its character. Tenants now flit from month to month. To some extent several country firms were busier than usual, and motor vans were to be seen conveying furniture and household goods. A few removals are still carried out by horse-drawn vehicles.

Bus Fares Increased.—Buses serving the Lanarkshire routes to and from Glasgow increased the fares last month by approximately 50 per cent. Since the higher tax on petrol came into force no increase has been passed on to the travelling public, and the companies concerned were compelled to adjust the fares. The railway benefited, and during the first week a big improvement in the volume of passenger traffic was reported. Weekly zone tickets were taken out, and the trams on the routes also did more business.

Tourist Traffic.—Sir Josiah Stamp, the President of the L.M. & S. Railway, spoke at the annual gathering of the natives of Tiree in Glasgow. He said that when Coast Lines and the L.M.S. Railway Company arranged with the Government to take over the old and famous MacBrayne service they did it in no light spirit of adventure. They knew the economic difficulties, and at the same time they felt that here was a part of the British Isles in which public spirit should not be wanting. The new company was doing its part and new steamers had been introduced. Other projects were being considered. In the western isles of Scotland there were possibilities of exploitation, as tourist resorts, said Sir Josiah.

India Tyre and Rubber Co.—In connection with the Scottish Motor Show, a number of traders were invited to a dinner given by the directors of the India Tyre & Rubber Co. (Great Britain), Ltd. Mr. A. M. Melville, the managing director, in the course of an interesting speech, said that there were over 200,000 "India" tyres on the road, and they expected, when extensions were completed at their works, that they would not be long till they had a million running on the road. He asked for the support of the motor trade to their company, which had started a work in the West of Scotland that gave employment to over 600 men.

Aberdeen Presentation.—Many business interests in the Aberdeen district were represented at a gathering held in the Douglas Hotel in honour of Mr. Thomas Murray, assistant manager of Messrs. Wordie & Co., who has been promoted to the managership of the Edinburgh and Leith district of his firm. A handsome grandmother clock was presented to Mr. Murray by Mr. James M. Smith, the district traffic superintendent of the L.M.S. Company, on behalf of the various traders and friends who had been associated with him in his work in Aberdeen.

Gourock Buses.—The L.M. & S. Railway Company have acquired an interest in the Pullman Bus Co., Gourock, which has maintained for several years a regular service between Gourock—Glasgow and Gourock—Largs. It was one of the first firms to operate a service between Gourock and Glasgow, where there has been very keen competition. Some months ago the L.M.S. inaugurated a bus service between Greenock and Largs and by their latest enterprise they will link up Glasgow with the north Ayrshire coast by road as well as by rail.

Mr. Wm. Sans Unkles.—In the recent municipal election held in Glasgow, one of the candidates was Mr. William Sans Unkles, who has had considerable experience in motor passenger transport as he has been connected with a motor bus service for many years. Although he did not top the poll Mr. Unkles created a good impression, and being still a young man of much energy and acumen he should score a win when he makes a second attempt for municipal honours.

B.A.I.F.R. New Members.—The following firms have been elected to membership of the British Association of International Furniture Removers:—Messrs. Edmund Franzkowiak & Co., Uhlandstr, 83/34 Berlin-Wilmersdorf, and Edmund Franzkowiak & Co. (known as Edmund Franzkowiak & Co., G.M.B.H.), Hohe Bleichen 29, Hamburg 36.

Northern Ireland Notes.

FROM OUR OWN CORRESPONDENT.

Northern Ireland Motor Vehicles and Road Traffic Bill.—The Motor Vehicles and Road Traffic Bill, which has passed the committee stage of the Northern Ireland House of Commons, has led to a difference between the Belfast Corporation and the Government. The Bill sets up a tribunal to deal with the fares and rates of omnibus undertakings in Northern Ireland, and the buses of the Corporation will not be outside its jurisdiction. The Corporation say that their bus fares are already regulated by statute and are subject to stringent conditions requiring the revenue produced to meet the expenditure; and they say that the dual control and responsibility the Bill would create would not be in the public interest. Members of the Corporation who are also members of the local Parliament, sought to have the Bill amended in accordance with Corporation views, but without success, the Minister of Home Affairs, Sir Dawson Bates, stating that he was not prepared to ask the House to take away from the Government the power of controlling traffic all over Northern Ireland. The chairman of the Fares Tribunal will be Sir Lynden Macassey, K.C., who has consented to act without fee or reward. He is an Ulsterman, having been born in Holywood, a small town near Belfast. It was originally intended that he alone should constitute the tribunal, but, yielding to pressure, the Government decided to appoint three members. The other two have not yet, of course, been nominated. The tribunal will have power to fix, alter or amend the passenger fares, and the luggage rates charged on bus routes, and applications may be made to it either by bus operators or by representatives of the public. "It is not in the public interest," said Sir Dawson Bates, moving the second reading of the measure, "that operators should run at uneconomic fares." One clause of the Bill, which aroused considerable opposition from the motoring public, provides that a driver, if charged with manslaughter and found not guilty of that charge, may, alternatively, be found guilty of "driving recklessly or wantonly or at a speed dangerous to the public." In three years only six convictions have been obtained in Northern Ireland in fifty charges of manslaughter, and the Government view is that persons who deserve some punishment are escaping it altogether. The maximum period of imprisonment fixed originally for "reckless driving" was two years, but as a result of the dissatisfaction the clause aroused, the Government reduced the period to six months.

A New Bus Owners' Association for Northern Ireland.—A new association of licensed route bus owners has just been formed for Northern Ireland at a meeting in Belfast. Mr. William Chamberlain, general manager of the Belfast City Tramways, has been invited to become chairman, and Mr. James M'Crea, managing director of the Belfast Omnibus Co., Ltd., has been elected vice-chairman. Mr. James Boyd, Raleigh House, Queen Street, Belfast, is the secretary.

Dunlop Memorial.—The Dunlop Rubber Co. have decided to perpetuate the memory of the inventor of the pneumatic tyre, James Boyd Dunlop, by placing a tablet on the premises in May Street, Belfast, where he practised as a veterinary surgeon. It is understood that Sir Eric Geddes, chairman of the Dunlop Co., will visit Belfast to unveil the tablet. The late Mr. Dunlop made his first pneumatic tyre in Belfast forty-one years ago, and the idea came to him while he was watching his son riding a tricycle in a Belfast park. Mr. Dunlop came to Belfast from Ayrshire early in his life.

Belfast Trams.—During the fortnight ended 29th November, 4,340,430 passengers were carried by the Belfast Corporation trams, an increase of 1,275,440 over the corresponding period last year. Increase in receipts was £6,841, and in mileage 6,320.

Motor Accidents in Northern Ireland.—During the period 1st January to 30th September, 1929, there were 1,071 motor accidents in Northern Ireland; and in the same period of 1928 the number of accidents was 1,115. The decrease of 44 occurred although it was estimated there were 2,000 more motor vehicles on the roads in 1929 than in 1928.

New Union Castle Steamer.—The "Winchester Castle," a 19,500 ton motor-ship, 630 ft. long, launched recently at Harland & Wolff's Belfast shipyard for the Union Castle Company's service between Great Britain and South Africa, has many unique features intended to increase the comfort of passengers, of whom 765 will be carried in three classes. A sister ship, the "Warwick Castle," will be launched next spring. Both vessels will be generally similar to the "Carnarvon Castle," one of the most popular vessels in the Company's service.

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Irish Free State Notes.

FROM OUR OWN CORRESPONDENT.

Forthcoming Legislation for the Regulation of Motor Traffic in the Irish Free State.—In Dail Eireann, Mr. Ernest Blythe, Minister for Finance, referring to the forthcoming legislation for the regulation of motor traffic, said that two or three months ago the Executive Council agreed to the heads of a Bill, which were submitted by the Department of Local Government, and the preparation of a Bill on these lines had since gone on. He understood that the Bill was very nearly ready, and if it was not introduced before Christmas, it would be ready soon after the New Year.

An Irish "Safety First" League Established. — At a public meeting held in Dublin under the auspices of the Irish Motorists' Union, on the proposition of Senator A. Byrne, it was decided to establish an Irish "Safety First" League. Mr. O'Keeffe, on behalf of the Irish Bus Owners' Association, said that the League would have the co-operation of their organisation. The objects in view in the formation of the League include the education of the general public as well as drivers of mechanically-propelled vehicles in Ireland to "Safety First" methods, and devise ways and means for ensuring public safety on the roads. Mr. Seamus Murphy, Dublin City Commissioner, who presided at the meeting, said that during the last three or four years there had been an extraordinary increase in vehicular traffic in the Irish Free State, and an alarming increase in the number of accidents. The Irish Motorists' Union was to be congratulated on giving them an opportunity of establishing such a League, and it should be remembered that "safety first" involved unselfishness, good manners and co-operation on the part of all who used roads and footpaths. Mr. J. J. Reddy, a member of the Organising Committee of the Irish Motorists' Union, said that his Union had now projected the "Safety First" League for Ireland, and they believed that much could be accomplished without any drastic legislation by the co-operation of the people with the police and local authorities. The ambition of the League was to see "Safety First" signs placed up in every factory, workshop, showroom, office and public vehicle, so that there may be no excuse for people pleading ignorance. Dr. T. Hennessy, T.D., and General O'Duffy, Chief Commissioner of the Civic Guards, also spoke, and made valuable suggestions for the working of the League.

Collection and Delivery of Goods by Irish Railway's Motor Services.—The Great Northern Railway Company of Ireland are steadily developing their motor traffic in the Irish Free State. The Company has recently undertaken the collection and delivery of goods traffic at several of their stations, as a development of their motor services. For this purpose a number of Leyland and Morris motor lorries were ordered by the Company, who have also decided to increase the number of their buses in the Free State, the bodies of which are to be of Irish manufacture, and the chassis to be of the Leyland Tiger type to be supplied by Messrs. Ashenhurst & Williams, who are agents in Dublin for the Leyland Motor Company. About a score of new and up-to-date buses are being obtained by this progressive Railway Company.

Nine Months' Importations of Commercial Motor Vehicles into the Irish Free State.—From the Irish Free State import returns for the first nine months of the present year it appeared that no less than 842 commercial motor vehicles, of the value of £155,333, were imported into the Free State between 1st January and 30th September last, as compared with 414, of the value of £148,284, imported during the first nine months of 1928. From these figures it could be seen that although more than twice the number of these vehicles were imported this year, compared with 1928, the difference in value was as low as £7,049.

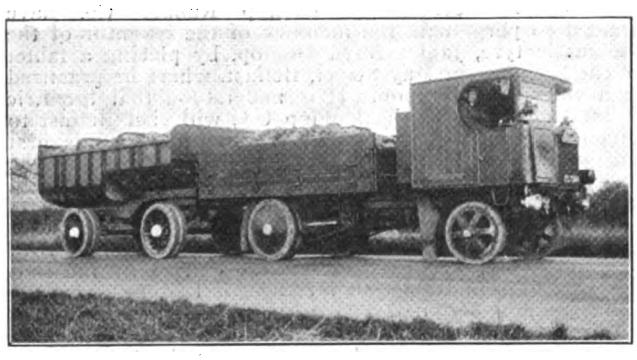
Correspondence.

The Editor is not responsible for the views expressed in letters appearing under this heading. No letter will be inserted unless accompanied by the name and address of the writer, not necessarily for publication, but as evidence of good faith.

BRITISH BUILT CRUDE OIL WAGONS.

To the Editor of THE WORLD'S CARRIERS.

SIR,—We are sending you herewith photographs of what we believe to be the first British built crude oil wagons to have been put into regular duty in this country. These wagons were made and supplied by Richard Garrett & Sons, Ltd., Leiston, over 12 months ago, to our associated company, Messrs. Barford & Perkins, Ltd., Peterborough. They were



GARRETT CRUDE OIL WAGON IN THE SERVICE OF BARFORD & PERKINS, LTD., PETERBOROUGH.

equipped with experimental crude-oil engines, the 4-wheeler having an engine developing approximately 60 b.h.p., and the 6-wheeler an engine developing approximately 80 b.h.p. The standard "Garrett" 4-wheeler and 6-wheeler steam wagon chassis were used as a basis for these wagons. They were both put into service in November, 1928, since when the 6-wheeler wagon has covered some 16,000 miles, and the 4-wheeler about 12,000, the 6-wheeler having been used principally for long distance running, heavily loaded both ways, and the 4-wheeler for more or less local work. Loads were anything up to 11 tons, and Messrs. Barford & Perkins inform us that the wagons have proved extremely economical in use and very reliable.

Yours faithfully,
AGRICULTURAL & GENERAL ENGINEERS, LTD.,
FRANK E. DADD,
Publicity Manager.

Aldwych House,
Aldwych, London, W.C.2.
November 21st, 1929.

H. G. BURFORD & CO.

To the Editor of THE WORLD'S CARRIERS.

SIR,—Probably you know that H. G. Burford & Co. (1926), Ltd., is in Voluntary Liquidation, but the facts relating thereto appear to be unknown, and consequently a rumour is going round to the effect that the Company has gone "broke," whereas nothing of the kind has happened.

The facts are that the writer, who was managing director and held a large interest in the above mentioned Company, has, after a very successful three years' trading, purchased the goodwill, plant, machinery, tools, stocks on hand, and chassis in construction, and prefers to trade as a private concern instead of a limited liability company, it was, therefore, necessary to wind up the 1926 Company, and certain legal formalities (the appointment of a liquidator, etc.), had to be carried out. The most important point, however, has been overlooked, namely:—*the Company owed no monies whatever at the time of going into liquidation,* and to ensure that no creditors would exist, all deliveries of goods were paid for daily up to September 30th, the date of the change over. The liquidation, therefore, is really of no interest except to the shareholders of the 1926 Company, who are being paid out on a basis very satisfactory to them.

The business will be continued exactly as before except for the change of the title. Contracts from the War Office and Orders on hand are sufficient to keep the works busy until June next year.

With apologies for this lengthy explanation,
Yours faithfully,
C. HY. GRAY.

H. G. Burford & Co.,
London, W.10.
November 25th, 1929.

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Law Cases.

ANTI NOISE REGULATIONS.

PROSECUTIONS under the Motor Cars (Excessive Noise) Regulations in the Heywood district took place recently when William Sutcliffe, Hebden Bridge, and Thomas Topping, of Longton, Preston, were summoned.

In Sutcliffe's case, the excessive noise was alleged to have been caused by a loose mudguard and door, and a broken footboard. In Topping's case, the defects were said to be a loose identification plate, loose brake rods, doors and window frames.

As these were the first cases, each of the defendants was fined 7s. 6d.

In a case heard at Bury, it was alleged that a lorry was fitted with three loose iron plates on the lorry bottom. The lorry body was in poor condition, and the plates were covering holes. The owners said the lorry was in good condition, and the plates, which were used to prevent scrap metal which was carried on the lorry, doing damage, must have worked over each other, causing the noise. Defendants were fined 15s.

NEGLIGENCE IF HORSE NOT RESTRAINED AFTER SHYING.

IN the Southwark County Court, before Judge Moore, Alfred Joseph Farino, confectioner and ice-cream vendor, sued Messrs. Matthews & Co., haulage contractors, of 159 Blackfriars Road, S.E., to recover £10 17s. 6d., loss of profit on ice-cream.

The plaintiff said that on the Wednesday prior to Easter, he had his ice-cream barrow in Bethnal Green Road, when the defendant's one-horse van collided with the barrow, so damaging it that it could not be used. He estimated that during Easter week, his takings in ice-cream would have been £25, out of which £10 would have been profit. He also had to hire a barrow for five weeks, which cost him 3s. 6d. a week, making up his claim. At the time of the accident, he alleged the horse and van was approaching him from the opposite direction, and did not strike him from the rear. The defendants in fact repaired the barrow free of charge, but would not meet him on the question of loss of profit during the week he was unable to hire a barrow, as they were all out, being a busy period in the ice-cream trade.

For the defence, the driver of the van said that a piece of paper blew into the horse's face, causing it to shy, and it struck the barrow at the side. The horse was quiet by nature, but was liable to periodical fits, when it had a tendency to lie on its side.

Judge Moore, giving his decision, said that in his opinion, the claim for loss of profit was not unreasonable, in view of the period when plaintiff was unable to work. He considered that there had been negligence on the part of the defendant's driver, in not restraining the horse once it had shied. He would award the plaintiff £10 7s. and costs.

DAMAGE TO NEWSPRINT.

IN the Mayor's and City of London Court, before Judge Shewell Cooper, Mr. S. J. Glover, trading as Perkins & Co., 54 Gravel Lane, Southwark, sued Messrs. Finney Barlow & Co., Ltd., the garage, Cambrian Grove, Gravesend, for £11 15s. 3d. for damage to two rolls of newsprint which the plaintiff was delivering to "The Times" newspaper on March 19th last. The plaintiff's driver said that he was waiting in the morning at the entrance to Playhouse Yard to deliver a load of newsprint rolls, when he saw the defendant's lorry coming out. He was on the opposite side of the road, as he had to wait until the Yard was clear before being able to get the lorry into position to unload. The defendant's vehicle passed between him and his (witness's) lorry, and in consequence, he did not see any collision, but immediately after the defendant's lorry passed, two rolls of newsprint were in the road, and a general unsettlement of the remaining rolls on his lorry occurred. He went to investigate, and found that apparently the aftermost roll had been struck by the defendant's lorry, and the rope holding the rolls in position had been broken.

Evidence was given by Mr. McCarthy, an employee of "The Times" newspaper, that two of the rolls of paper were so badly scarred that they were unusable for newspaper work. For the defence, Mr. G. Woolley, defendant's driver, said that as he was coming out, plaintiff's driver backed his lorry to give him room to get out into Water Lane. As the plaintiff's lorry was moving in that way he (witness) saw one of the rolls shift and fall back into the road. Witness tried to edge his way out without touching the roll referred to. He did not believe that his lorry touched the plaintiff's lorry in any way. Judge Shewell Cooper said that it was simply a question which version he was to believe. He came to the conclusion that the story told by the plaintiff was far more satisfactory and explanatory of the occurrence than that told by the defendant's driver. He believed that the plaintiff's lorry was stationary, and that the damage was caused by the defendant's driver passing too close. He gave judgment for the plaintiff for the amount claimed with costs.

MOTOR COACH LAW.

AT Chepstow Sessions, recently, an interesting point anent street obstruction was raised by advocate defending, Samuel J. Pasker, a Bristol coach driver, who was alleged to have caused a traffic block in High Street, Chepstow, by stopping his coach for ten minutes outside a café while waiting for his passengers to refresh themselves.

Advocate contended that in law no prosecution could be made for such offence if no by-laws were in force in the town which specifically prohibited drivers discharging passengers outside a café and waiting for them.

The magistrates upheld this point of law plea and dismissed the case, commenting, however, that it was desirable that town's authorities should take steps to get such by-laws framed and approved by the Ministries.

* * * *

A case of unusual interest to bus and coach proprietors was heard by a King's Bench Divisional Court before Mr. Justice Branson and Mr. Justice Hawke, when Mr. Ernest E. Snow, bus proprietor, lower High Street, Merthyr Tydfil, applied for a rule calling on the Neath (Glam.) Justices to show cause why their conviction of Mr. Snow for alleged excessive passenger carrying should not be quashed.

Counsel for Mr. Snow said that the case was several times adjourned by the magistrates for the attendance of Mr. Snow, who, however, at the time was unable to attend, and he was ultimately convicted and fined in his absence. The allegation against Mr. Snow was that he carried a greater number of passengers in a bus than the number which the licence stated the bus was authorised to carry, viz., it was alleged that sixteen passengers were carried, whereas the licence stated that the vehicle should only carry fourteen passengers. It was applicant's case, however, that in fact he carried less passengers than he might legally have carried, and that, therefore, the conviction was unsound in law and could not be sustained. Although sixteen people were in the bus, the number was made by eleven adults and five children. As the licence issue authorities accept two child passengers to be equivalent to one adult, for licensing purposes, it was thirteen and a half passengers which was the real number carried. In addition, in view of the ruling of the licensing authorities that two children equalled one adult passenger, it was impossible to ascertain under which section of the Act that the magistrates made the conviction.

Their Lordships granted the rule calling on the Justices to show cause why the conviction should not be quashed.

A DOWNHILL SKID.

A SKID down hill by a petrol lorry belonging to the British Petroleum Co., Ltd., of Britannic House, Moorgate, on December 19th, last year, resulted in a triple collision with a private car owned by Mr. H. Reubenstein, 78 Casenove Road, Stoke Newington, and an omnibus, the property of the London Public Omnibus Co., Ltd., 5 Gordon Square, W.C. The sequel was an action by the latter company against the other two parties, claiming £22 5s. 9d. for damage to the omnibus, heard before Judge Shewell Cooper, in the Mayor's and City of London Court. The case was unusual in that the plaintiffs called as witnesses, both the driver of the petrol lorry, and Mr. Reubenstein, the second defendant. Both agreed that the omnibus was stationary, but the driver of the petrol lorry said Mr. Reubenstein attempted to cut across his path in such a fashion that he (witness) was compelled to jam on his brakes with the result that he skidded and struck the two vehicles. Mr. Reubenstein said that he was going in the opposite direction to the petrol lorry, which was coming down Stamford Hill. It was going at a pace which caused it to skid in an oblique angle, over the granite setts, which were wet and greasy. The lorry ripped off the side of his private car, and turning completely round smashed in the rear of the omnibus. One bystander, called by Mr. Reubenstein, said the lorry was skidding down hill owing to its speed, but another onlooker declared that the skid only commenced when the lorry's brakes were applied owing to the risk of accident caused by Mr. Reubenstein's conduct. Judge Shewell Cooper found that the driver of the petrol lorry was going at an excessive speed in the circumstances, and this caused him to skid on a road which necessitated the greatest precaution. This was not exercised by the driver. Judgment was accordingly given for the plaintiffs against the British Petroleum Co., Ltd., for the amount claimed with costs, and for Mr. Reubenstein against the plaintiffs with costs, such costs to be added to the amount recovered from the responsible defendant.

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For the plaintiffs, Mr. Percy Pitt, instructed by Mr. J. R. C. Bathurst. For the defendant, Mr. Carter, and for the second defendant, Mr. Paul Bennet, V.C.

COUNSELLING AND PROCURING.

ANOTHER point for argument in the much discussed Railway Passengers Duty Act, 1842, was raised before a King's Bench Divisional Court (the Lord Chief Justice and Justices Swift and Branson), on Thursday, November 14th, when Mr. Gough, a Pontypridd omnibus proprietor, appealed against a decision of the local stipendiary magistrate. He had been convicted for contravention of the act, viz., "aiding, abetting, counselling and procuring" a conductor of one of his buses to permit the overcrowding of his vehicle that was plying for hire between Pontypridd and Aberdare.

Mr. Hutchison appeared for Mr. Gough, while Mr. W. E. P. Dove represented the respondent, Mr. J. L. Rees superintendent of police for Pontypridd.

Mr. Hutchison said the point was, (1) whether there was evidence on which the magistrate was justified in holding that appellant did aid, abet, etc., the conductor to permit overcrowding, and (2) whether, in any circumstances, the appellant could be convicted for the commission of an offence which he was incapable of committing except as a "principal." It appeared that on the day of the alleged offence, the bus, travelling to Pontypridd where there were a number of attractions, was crowded with 42 adults and eight children when its licenced capacity was 26. There was no doubt that the conductor was employed by the appellant, and he was fined 5/- for the offence of permitting the overcrowding. Appellant employed one inspector to supervise his three buses and check the takings. The inspector had previously warned the conductor not to allow the vehicle to be overcrowded.

When appellant heard that the conductor had disobeyed orders, he dismissed him.

The Lord Chief Justice: I suppose appellant took the fares at the end of the day?

Counsel: I think so.

His Lordship: Suppose the employer received an amount of fares that he knew could not have been obtained unless the bus was overcrowded, would he not be aiding and abetting?

Mr. Hutchison: There was no evidence of that in this case. Of course, if the employer knew that the vehicle was overloaded I would have to agree that he was guilty of aiding and abetting, but there was no evidence of that. Rather, it was the other way, because the evidence was that he warned the conductor against overcrowding.

The Lord Chief Justice: Here it would appear as if the magistrate thought your client well knew the offence would be committed, expected it to be done, connived at it, and made arrangements for it to be done.

Counsel: Oh no, the magistrate found that neither appellant nor his inspector was present at the time of the overcrowding and neither of them had knowledge of it. Indeed, the inspector twice warned the conductor against the overcrowding.

His Lordship: That may have been evidence of a little play acting on the appellant's part.

Counsel: The evidence is that the conductor was dismissed when appellant knew of the offence.

His Lordship: That would fit very well in to the acting.

Mr. Hutchison stressed the words of Mr. Justice Shearman in a decided case that a man could not be held to have aided and abetted an offence unless he actively or constructively assisted in the act. It was not enough to show that the person charged allowed a state of affairs to continue in which the offence might be committed.

The Lord Chief Justice: Suppose the bus owner gives his conductor instructions to allow the bus to be overcrowded on every conceivable occasion, can he ride off, simply because it could not be proved that, on a particular route, at a particular time, he was not aware of the commission of the offence?

Counsel repeated that no such allegation could be made against Mr. Gough, who had not even been negligent in the matter.

The Lord Chief Justice pointed out that in the case that Mr. Justice Shearman was trying, that in which he used the words quoted by counsel, there was no charge that the person concerned "counselled and procured" as well as aided and abetted. The question of active participation in the actual offence would not arise in a charge of counselling and procuring, and because it was not necessary, when a man counselled and procured another to commit an offence, for the procurer to be present at the commission of the offence.

Mr. Justice Swift: Your client must have been aware, for the fares he received, that the bus was overcrowded.

Counsel: Not necessarily, because the bus may have been empty part of the distance and overcrowded the remainder. After all, the excess number of passengers was only about 20 and the takings may have exceeded not more than a couple of shillings.

The Lord Chief Justice: I cannot help thinking that the magistrate thought that the warnings given to the conductor really amounted to so much humbug. The owner had already been convicted nine times for similar offences.

Counsel said the magistrate found that appellant had been negligent because he did not give the conductor instructions what to do if people persisted in getting on the bus when it was full.

The Lord Chief Justice: Appellant employed a lad of 18 as conductor, and he was physically incapable of keeping people from the bus when it was crowded.

Mr. W. E. Dove replied in support of the conviction, and the Court dismissed the appeal with costs.

The Lord Chief Justice said the first argument was that because only the driver or guard were named in the Act, nobody else could be penalised for an offence. That was not a good contention, for although the duty of seeing that no overcrowding took place was upon the conductor, there was a duty upon the owner not to aid and abet that offence. There was no difficulty in holding that an aider and abettor could be fined £5.

It was so here—and it is, perhaps, the serious part of the argument—that upon the facts there were no materials from which the learned magistrate could properly come to the conclusion that the appellant was liable. No doubt appellant was not physically present at the time of the commission of the offence, and if he had been charged merely with aiding and abetting, it might well have been said that no offence had been proved. But here the appellant was charged also with counselling and procuring. It had been said that a man could not counsel and procure unless he knew that the offence would be committed and intended that it should be committed and that there was, here, no finding that the appellant knew what was happening or intended that it should be done. In terms, that statement was perfectly correct, but it was plain that the appellant knew perfectly well what would happen unless suitable precautions were taken, and he took none of those precautions. Therefore, he was rightly held to have counselled and procured the conductor to commit the offence. What the appellant did or omitted to do in this case seemed to be just as much a counselling and procuring the commission of an offence as if he called up the conductor at the beginning of the day and in plain terms told him to overload the bus to its fullest capacity. Therefore appellant was rightly convicted.

Justices Swift and Branson concurred.

OCNSIQN SHIPMENTS FOR NORTHERN

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TO

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Forwarding, Shipping & Clearing Agents,

KARACHI

This Advertisement is inserted to bring before Forwarding Agents and Shippers in Great Britain and abroad the name of a Firm to whom shipments for any part of India should be consigned. Every description of merchandise cleared and forwarded to consignees. C.O.Ds. collected and remitted promptly.

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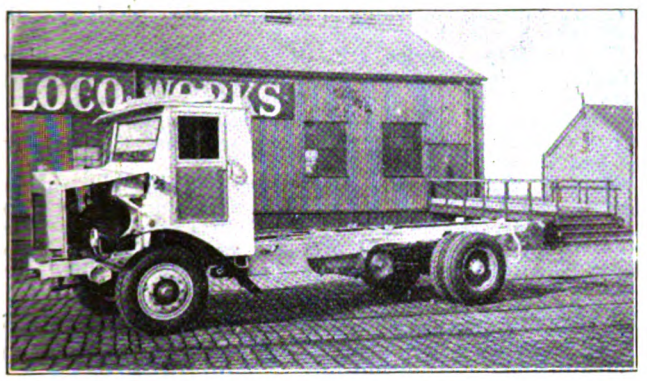
Motor Notes.

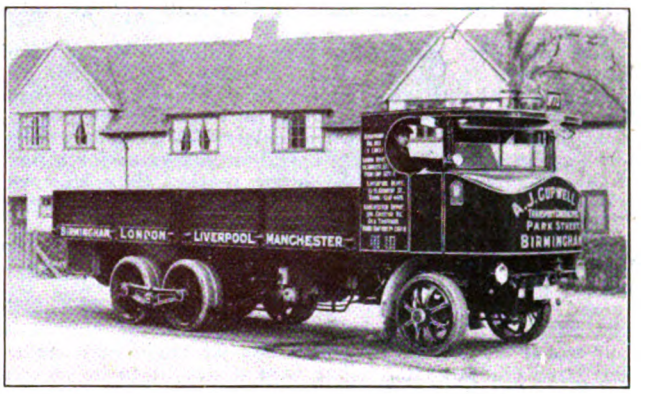
Vulcan Orders.—The Vulcan Motor and Engineering Co. (1906), Ltd., Crossens, Southport, announce that they have received a repeat order from Messrs. Apollinaris for 2½-ton lorries.

The New Kerr Stuart Diesel Chassis.—In our November number we fully described the new Kerr Stuart Diesel engined lorry, but as a photograph of the new vehicle was not available we had to publish one of the original model. We now reproduce the photograph of the new model.



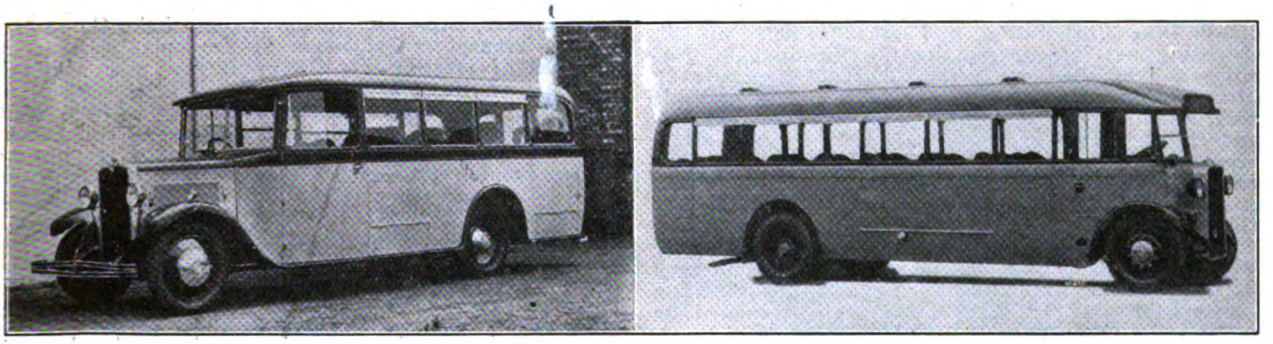
THE KERR STUART DIESEL ENGINED SIX-TON LORRY.

"Sentinel" Sales.—The "Sentinel" Waggon Works, Ltd., Shrewsbury, inform us that they have received recently orders for their well-known double geared rigid frame six-wheeler, the "Sentinel" D.G.6., from the following:—Holroyd & McArthur, Bootle; Cement Marketing Co., Ltd. (2); A. J. Gupwell, Ltd., Birmingham; Chas. Kirby, Hanwell; Swift Transport, Ltd., London; Fred Darby, Sutton, Nr. Ely; Constable Hart & Co., Ltd., Westminster (2); W. Lavender; Roxburgh & Scivier;



THIS SENTINEL D.G. RIGID SIX-WHEELER IS THE FIFTH OF THIS TYPE SUPPLIED TO A. J. GUPWELL, LTD., OF BIRMINGHAM.

Commer Cars at the Show.—Commer Cars, Ltd., Luton, write as follows concerning the interest their vehicles aroused at the recent Commercial Motor Show. "Following the Hillman-Humber-Commer merger, it is not surprising that the new Commers aroused such great interest at the Commercial Vehicle Show, as it had already been announced that this programme was the forerunner of a really serious attack on the world's markets for British commercial vehicle business. All the new chassis have been designed to simplify general maintenance as much as it is possible to do so, and prices have been kept keenly competitive. As you probably know, Messrs. Rootes, Ltd., of Piccadilly, are the sole world exporters of the new Commers. The two vehicles illustrated are the "Invader" for a 20-seater passenger body and the



LEFT: THE COMMER "INVADER" 20-SEATER COACH, AND RIGHT: THE "AVENGER" 32-SEATER COACH.

"Avenger" for a 32 passenger body. The "Invader" chassis incorporates a "silent third" gearbox, smooth and silent running, a six-cylinder engine and Servo four-wheel brakes, together with a very generous equipment. The price is only £495. The "Avenger" is equipped with an extremely powerful and silent six-cylinder engine which develops over 100 h.p. It has servo four-wheel braking and Marles steering. The price is £995.

Brush Bus Bodies.—The Brush Electrical Engineering Co., Ltd., Falcon Works, Loughborough, have issued an excellent little booklet describing bus bodies as manufactured by them, entitled, "Bus Bodies of Distinction." The booklet is excellently illustrated showing details of the construction and seating arrangements of both single and double deck buses. The text fully describes each production.

Concrete Utilities, Ltd., Ware; R. Keetch & Son; F. P. Ford, Winscombe; Tarmac, Ltd. (4); W. J. Harris (Transport), Ltd.; James Brown & Sons, Aighton; T. R. Sanders, Windsor. During this same period the four-wheeled double geared model—the D.G.4.—has also been in good demand, and the following have placed orders for this type, some of which will be fitted with standard and others with tipping bodies:—Wm. Elworthy, Tiverton; J. M. Liddell, Glasgow; Lendrum, Ltd., Manchester; Hugh Winterbottom; J. & J. White, Rutherglen; A. McDougall & Sons, Kilmarnock; Hovis, Ltd., Battersea; Seth Taylor, Dockhead; Noel Bonell, Audlem; T. W. Annable, Shepshed. Orders for the "Super-Sentinel" have been placed by:— The Scottish Speedwell Co., Ltd.; Shotley Bridge Gas Co.; H. Butt & Co., Ltd., Weston-Super-Mare. A large percentage of the above are repeat orders.

Germ Oils.—We have received from Henry Wells Oil Co., Ltd., 11, Haymarket, London, S.W.1, an ingenious distance map consisting of a celluloid cover on which there is a map of England, Wales and Scotland showing all the principle towns. Against each town there is a perforation and there is also an index perforation. Inside the cover is a card with columns of mileages. If the distance is required from any town, say, for instance, between Aberdeen and Birmingham, the card is moved until Birmingham is shown in the index perforation and in the Aberdeen perforation there appears the mileage between those two points, and also in the rest of the perforations the distances between Birmingham and all the

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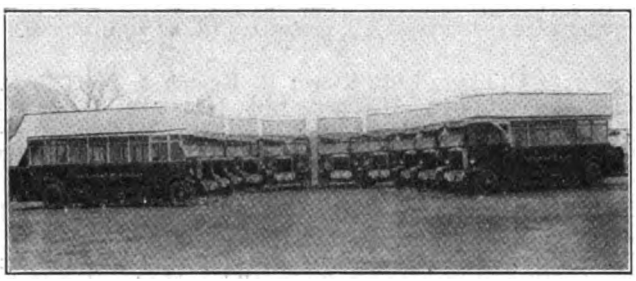
principle towns within the United Kingdom. These mileages are accurate, but as the Henry Wells Oil Co., Ltd., inform us, if "Germ Oils" are used the mileages are much shorter!

Vandervell's New Garage.—F. & P. Vandervell, Ltd., of 215, Haverstock Hill, Hampstead, London, N.W., announce that they have acquired new property at Haverstock Hill next door to the Town Hall. There it is their intention to erect a thoroughly up-to-date garage, having a very large number of entrances, lock-ups, workshops, showrooms, a car laundry with high pressure washers, dressing rooms, chauffeurs' rooms and a petrol filling station of artistic design. In the layout of the latter the needs of both private and commercial drivers have been considered, the pumps being widely distributed and the gangways are of ample width on both sides of the pumps. Associated with Messrs. Frank and Percy Vandervell is Captain Robert O'Neill Butler, recently retired from the Indian Army, who will act as sales director.

Vulcans for Australia.—The Vulcan Motor and Engineering Co. (1906), Ltd., Crossens, Southport, announce that they have been favoured with an order from the Australian Government for a fleet of 30/40-cwt. semi-forward drive light rigid six-wheelers, and also they have received an order from an Australian customer for a fleet of 30-cwt. chassis. In the home market they have received an order from the Gloucester Corporation for "Duchess" 26-seater buses.

Guy "Invincible" Buses.—Our photograph shows a fleet of 10 Guy "Invincible" buses which Guy Motors, Ltd., Fallings Park, Wolverhampton, have recently delivered to the Cheltenham & District Traction Co., Ltd. The basis of this "Invincible" vehicle is the Guy new four-wheel double deck bus chassis which is built up of well tried components. The firm wishes it to be clearly understand that the chassis in no way replaces the six-



THE 10 GUY "INVINCIBLE" BUSES REFERRED TO IN TEXT.

wheel double deck bus chassis because there is a definite and increasing demand for both types of chassis. The firm is also supplying a fleet of these chassis to the Newcastle-on-Tyne Corporation, and other vehicles are already being put into service by the Birmingham Corporation and by the East Surrey Traction Company.

Citroen Commercial Vehicles.—Citroen Cars, Ltd., Citroen Building, Brook Green, London, W.6, are marketing a very useful 35-cwt. chassis at £265. The Citroen car is well known throughout the world for its excellent performance, and therefore production of a new commercial chassis is an important matter in the transport world. It has a six-cylinder engine 72 m.m. bore by 100 m.m. stroke developing 45 b.h.p. It has Delco-Remy ignition with automatic advance and retard, aluminium pistons, a four bearing crankshaft, forced feed lubrication and detachable cylinder head. Water is circulated by pump and the carburetter is a Solex. Power is transmitted through a single dry plate clutch to a four speed gearbox (unit with the engine) and from thence by open propeller shaft with Spicer universal joints to the spiral bevel driven rear axle. Mechanical Duo-Servo brakes act on all four wheels. The hand brake acts on the transmission. The wheelbase is 10 ft. 11 in; track 4 ft. 9 in. front and 4 ft. 9¾ in. rear. This chassis is sold fitted with a drop side lorry body at £310, or with van body, £335.

Garrett Success at the Show.—The following is an extract from a letter from Richard Garrett & Sons, Ltd., Aldwych House, Aldwych, London, W.C.2, well known steam wagon manufacturers, to the Secretary of the Society of Motor Manufacturers and Traders, Ltd., concerning the firm's success at the recent Commercial Motor Show:—"Our own results were phenomenal. Apart from casual sightseers, over 1,200 really interested people visited our stand, nearly 200 actual enquiries for "Garrett" 6-wheeler steam wagons were received, and our actual sales exceeded the sum total of all previous Commercial Motor Shows together. As a direct and encouraging result of this year's Show we have decided to double our production programme. Although there were at times as many as ten directors and sales representatives of this firm on the stand, they had considerable difficulty in coping with the amount of interest shown. The demand for our new catalogue exceeded all anticipations."

SKF Ball and Roller Bearings.—The Skefko Ball Bearing Co., Ltd., Luton, have sent us a copy of a booklet they have recently issued dealing with SKF taper roller bearing hubs and axles for trailers, etc. The firm states that there are many features connected with the design, construction and material which they consider place their axles much ahead of other types, for haulage vehicles. They also state that considerable success has attended their introduction on the Continent, and they send us a copy of their quarterly publication, "The Ball Bearing Journal," in which an article appears dealing with tests which have been conducted.

Trailer Wagon Axles, etc.—R. Disturnal & Co., Bridge Works, Wednesbury, Staffs., have sent us an excellent catalogue illustrating and describing the components they manufacture, such as wheels, axles, springs, and complete fittings of all descriptions for trailer wagons. Copies may be had on application to the firm.

Vacuum Oil Company's "Commers."—Our illustration shows a 2½ GN type Commer chassis, being one of two recently delivered to the Vacuum Oil Company. The side of the tilt-van body provides an excellent position for advertisement. Commer Cars inform us that the

ONE OF TWO 2½-TON G.N. TYPE COMMER TILT VAN VEHICLES RECENTLY DELIVERED TO THE VACUUM OIL CO.

Vacuum Oil Company has standardised on these "Commers" for all 2½ tonners they require.

Bowmaker, Ltd.—During the course of the Commercial Motor Transport Exhibition at Olympia, we had the pleasure of meeting Mr. Percy Butler, now Managing Director of Bowmaker, Ltd. It will be remembered that Mr. Butler was General Manager of the Motor Union Insurance Co., Ltd., for many years, and took up his appointment quite recently with his new company, whose London address is Radnor House, 93/97, Regent Street, W.1, and whose Head Offices are at Lloyd's Bank Chambers, 45/47, Old Christchurch Road, Bournemouth. We also had the pleasure of meeting again Mr. Ernest Garton, whom we have known for a long time and who has been in the motor trade for over 22 years. He is now Manager of Bowmaker, Ltd., at Bournemouth, and his firm are doing a large business in connection with financing the sale of motors of all kinds. Other branches of the Company are as follows:—Manchester (Mr. A. E. Todd Webb), Birmingham (Mr. Allen) and Nottingham (Mr. H. H. Parker).

The Ferodo Manual.—Few publications claim the interest of garage proprietors and commercial vehicle fleet owners to a greater extent than the recently published "Ferodo Manual." After inspecting this comprehensive manual we can truthfully class it as unique in its scope, a veritable text-book on the subject of brake and clutch linings. Bearing such a name as "Ferodo," one expects valuable information, and it is obvious that the vast experience behind the manufacture of these brake and clutch linings is the foundation of the success of this book. It contains detailed lists showing the sizes of brake and clutch linings used on practically every make of commercial vehicle and touring car built by British manufacturers during the past six years. American and Continental vehicles are also dealt with, whilst in addition

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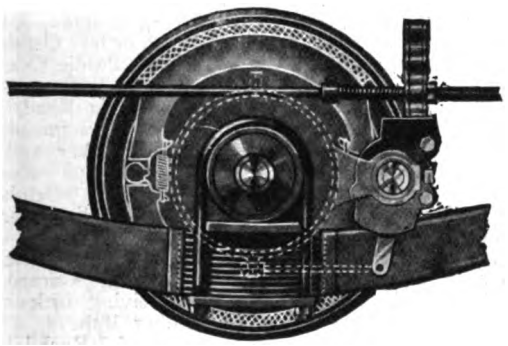
list prices are given. We would recommend commercial vehicle owners to secure copies. Applications should be made on a business heading to Ferodo, Limited, Chapel-en-le-Frith, via Stockport.

"Blo-it-Hot."—This self-blowing gas blow pipe, sold under the name "Blo-it-Hot," is placed on the market by Mr. E. E. Boardman, 1, Grange Road, Ealing, London, W.5, who is the patentee and manufacturer. In drawing our attention to this automatic blower, Mr. Boardman informs us that it has been in constant use in his works for forging, brazing, tinning, soldering, re-metalling, casehardening, annealing, toolmaking, pipe bending, rivetting, sheet metal work, metal spinning, straightening various parts of cars, removing broken taps and drills, thawing pipes and paint burning. He further states that the proof of its satisfactory behaviour is in the fact that it is supplied to the following users who have given repeat orders:—The British Army Ordnance, London Underground Railways, Messrs. Rolls Royce, Messrs. Dick Kerr, Messrs. Alfred Herberts, the Oxfordshire Technical Committee, the Ealing Technical Schools, and the Edinburgh Transport Authorities.

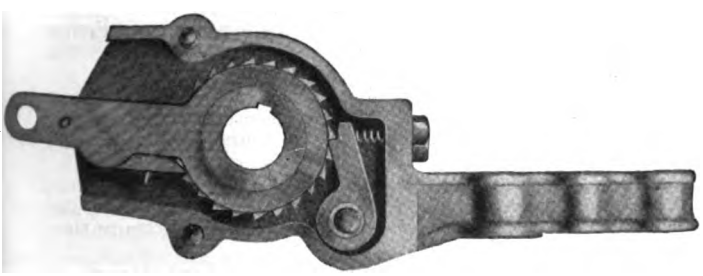
THE "BLO-IT-HOT" SELF-BLOWING BLOWPIPE.

The Safety Brake Regulator.—Brown Bros., Ltd., Great Eastern Street, London, E.C.2, have sent us particulars of the Safety Brake Regulator, which is claimed to provide automatic adjustments of brakes, consequently providing greater safety and security at all times. It is provided to fit all makes of cars, but the accompanying



SHOWING THE ASSEMBLY OF THE SAFETY BRAKE REGULATOR.

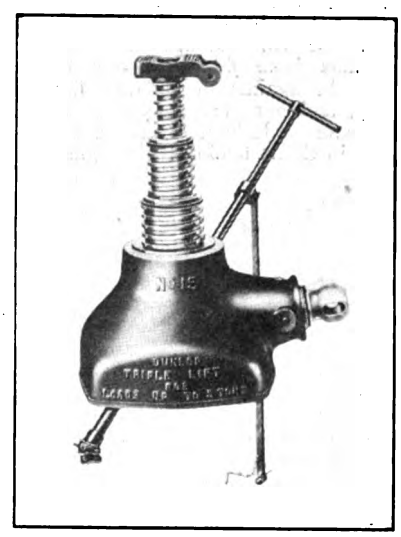
illustration refers to the Morris Oxford model. The orthodox brake lever is removed from the brake camshaft and in its place a lever, which is also a casing for the whole mechanism, is affixed thereto. The lever is pivotally mounted on a spigot on boss which is integral with and forms the centre of the ratchet wheel which is keyed to the brake camshaft, the existing key being utilised. To make contact between the lever and the ratchet a pawl is pivotally mounted on a pin and pressed into position between the teeth of the ratchet by a spring,



THE SAFETY BRAKE REGULATOR. SEE POSITION IN ABOVE ILLUSTRATION.

To make a positive check upon the ratchet when moving in the "off" direction a bracket is pivotally suspended from the spigot. The other end of the bracket is secured in one position by an arm which in turn passes through a cramp which is secured to the back axle casing. The arm is made adjustable for convenience of fixing. On the bracket is pivotally mounted a spring loaded pawl which governs the travel of the ratchet when moving in the "off" direction. As wear of the brake occurs the lever will move the ratchet so that a tooth will be taken up by the pawl and the arc that the end of the pawl must make when riding over the point of and down into the bottom of the tooth leaves a gap which allows the ratchet to travel the distance of the gap and no further in the "off" direction, which gives the necessary clearance between the brake shoes and brake drum which can never become excessive. These movements occur only a few times until the brake linings are worn out, so very little wear takes places on the mechanism but throughout a constant clearance is maintained.

New Dunlop Accessories.—Two new jacks have been added to their existing range by the Dunlop Rubber Company. One is a 2-ton and the other a 5-ton triple lift type and it is claimed that they cover the needs of every commercial vehicle on the road. There is also the Dunlop Trolley Compressor for garage use, which includes a patent pressure testing device that enables the pressure to be taken without removing the pump connector from the tyre valve. A trigger on the chassis enables the handle to be locked in position so that the pump may be wheeled about easily.



THE DUNLOP 5-TON TRIPLE LIFT JACK.

"Bristol" Chassis.—The County Borough of Rotherham, who already operate a fleet of 39 "Bristol" omnibuses, have recently placed an order with the Bristol Tramways & Carriage Co., Ltd., for "Bristol" 4-cylinder, 4-wheel light passenger chassis. The Stockton Corporation have ordered two "Bristol" 26-seater one-man-operated omnibuses, mounted on the "Bristol" type "B" 4-cylinder light passenger chassis. A repeat order has been received from the Glico Petroleum Co., Ltd., for "Bristol" 40 h.p. 4 ton goods chassis.

Winwood Bodywork.—We illustrate a 30-cwt. Chevrolet which has been put into service recently by Frederick Winwood, Ltd., the well-known body builders and furniture removers, of Lowesmoor, Worcester. The body shown in the picture, built by Messrs. Winwood, is the

WINWOOD BODYWORK ON 30-CWT. CHEVROLET.

firm's standard design for 30-cwt. Ford and 30-cwt. Chevrolet chassis.

The Ferodo Mileage Chart.—Ferodo Limited, of Chapel-en-le-Frith, makers of the well-known Ferodo Brake Linings, have issued a handy mileage chart, extremely simple to work, and showing the approximate distances from eighteen of the largest cities in the country to about fifty-six other towns. Copies of the chart may be obtained from the Advertising Department, Ferodo Ltd., Chapel-en-le-Frith, via Stockport.

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County Court Judgments.

THE following returns from the Registry of County Courts' Judgments, Whitehall, have been received relating to judgments entered up in the respective County Courts of England and Wales. Publication does not imply inability to pay. Many judgments may have been settled between the parties or paid. Judgments settled otherwise than through the Court may appear unless "satisfaction" is entered up within twenty-one days from judgment or allocatur. Registered judgments are not necessarily for debts. They may be for damages or otherwise, they may relate to actions *bona fide* contested between the parties, or they may be against defendants, liable in a representative capacity, and not personally; but no distinction is made on the register. Judgments are not returned to registry if satisfied in Court books within twenty-one days.

F. Guymer, 28 Derbyshire Lane, Sheffield, haulage contractor. £45/2/9. August 12th.

G. H. Mason, 2 ct., 4 Haigh Lane, Sheffield, haulage contractor. £27/19/3. August 8th.

Wm. Ball, Down Street, Clydach-on-Tawe, Glam., haulage contractor. £107/5/6. July 24th.

Wm. Gronow, Fairwood House, Killay, Glam., haulage contractor. £85/8/5. August 12th.

T. Brown, 96 Highfield Road, South Shore, Blackpool, carter. £32/17/10. September 2nd.

W. F. Knowles, 5 Clarindon Street, Wakefield, haulage contractor. £43/0/1. September 11th.

R. Blacow & Son, 52 Elworth Street, Sandbach, Cheshire, haulage contractors. £25/15/2. September 17th.

G. H. Mynott, 49-51 Brentwood Road, Romford, Essex, haulage contractor. £29/18/0. August 16th.

K. Harle, 66 Swansea Road, Reading, haulage contractor. £37/2/1. September 14th.

Harry Weeks, Jordan Street, Buckfastleigh, Devon, haulier. £29/1/6. September 10th.

S. Shuster & Sons, 66 Umberston Street, E., carmen and contractors. £24/14/5. September 20th.

Fred Gill, 50 Woodside Place, Kirkstall, Leeds, road transport contractor. £26/18/11. September 19th.

Gyte Bros., 65 Countess Road, Sheffield, haulage contractors. £35/10/7. September 18th.

Griffith Jones, Duffryn Mill Farm, Port Talbot, Glam., haulage contractor. £25/6/3. August 13th.

Harry Charlton, 46 Avon Street, Crewton, Derbyshire, haulage contractor. £41/17/7. September 11th.

F. Stevenson, City Road, Derby, haulage contractor. £30/18/0. September 23rd.

F. J. Hyams, Fern Villa, Napier Road, East Ham, E., cartage contractor. £39/6/9. September 25th.

Frank Young, 1 Birkbeck Road, Ilford, Essex, motor haulage contractor. £27/13/2. September 13th.

C. Young & Sons, Alresford, Hants., cartage contractors. £67/16/11. September 14th.

E. P. Holgate, Meadowcroft Avenue, Clevelys, Lancs., haulage contractor. £53/11/7. September 18th.

Sanderson & Woods, Daisy Lane Garage, Blackburn, haulage contractors. £31/13/6. September 24th.

Wm. Matthews, 160 Harrington Drive, Lenton, Notts., haulage contractor. £42/4/0. September 24th.

H. Morley, Albert Street, Newcastle, Staffs., haulage contractor. £78/12/2. September 19th.

G. H. Dungworth, 568 Grimesthorpe Road, Sheffield, haulage contractor. £35/14/4. October 1st.

W. G. Walker, 37 Bridgend Road, Aberkenfig, Glam., haulier. £30/15/6. September 24th.

Robt. Teasdale, Oxford Street, Workington, Cumberland, haulage contractor. £48/7/10. October 3rd.

Geo. Hodgkinson, Alfreton Road, Breadsall, Derbyshire, haulage contractor. £27/13/4. October 3rd.

Alfred Nicholls, Bell Hill, St. George, Bristol, haulier. £66/6/4. October 4th.

E. Jones & Co., 17 Lancaster Street, off High Street, Pendleton, Manchester, haulage contractors. £33/3/10. September 20th.

G. H. Savage, 65 Leta Street, Walton, Liverpool, haulage contractor. £33/19/7. October 2nd.

Burts Transport, Ltd., 4 Stratford Road, Kensington, W., haulage contractors. £44/0/6. September 23rd.

A. M. Kemp Gee, c/o A. M. Kemp Gee, Ltd., 51/2 High Street, W.C., transport contractor. £30/4/8. September 26th.

W. Humphry, 59a, Leeming Street, Mansfield, Notts., haulage contractor. £32/12/10. September 30th.

Ernest Warriner, 179 Rock Street, Pitsmoor, Sheffield, haulage contractor. £221/14/6. September 23rd.

— Clark, Senior, Springfield Street, Chelmsford, Essex, cartage contractor. £45/0/11. September 30th.

The Gazette.

The Bankruptcy Acts, 1914 and 1926.
Bankruptcy Proceedings.

EDWIN STANWIX, 44 Spring Street, Barnsley, Yorkshire, motor haulage contractor. Receiving order and order of adjudication, October 1st. Public examination November 21st, at Barnsley.

HERBERT HARWOOD, trading as Herbert Harwood & Son, Old Saw Mills, Water Street, Aberavon, Port Talbot, Glamorganshire, haulage contractor. Receiving order and order of adjudication October 1st.

JAMES DOUGLAS HADFIELD, 36 Normandale Road, Sheffield, haulage contractor. Receiving order and order of adjudication, September 30th.

HAROLD AUSTIN DOUGLAS SIMMS, 17 Glanyrafon Terrace, Blaina, Monmouthshire, haulage contractor. Receiving order and order of adjudication, September 30th.

BENJAMIN KNIGHT, haulier, etc., The Forresters Arms, Lydney, Gloucestershire, formerly 15 Albert Street, Lydney, Gloucestershire. Receiving order and order of adjudication, October 7th. Public examination November 12th, at Newport.

JOHN LITT, trading as G. S. and J. Litt, haulage contractor, Blencogo, Wigton, Cumberland. Receiving order and order of adjudication, October 12th. Public examination November 13th, at Carlisle.

GEORGE CHARLES JOHNSON PALMER, Markfield Road, Groby, Leicestershire, haulage contractor. Receiving order and order of adjudication, October 12th. Public examination December 6th, at Leicester.

STANLEY ARTHUR FORDYCE, trading as S. A. Fordyce & Co., Broad Street House, Old Broad Street, London, E.C., shipping and forwarding agent. Receiving order October 14th, and order of adjudication October 17th. Public Examination November 29th, in London.

HERBERT BENJAMIN HAWKER, 9 Sydenham Road, Cotham, and John Stephen Hawker, 88 Maple Road, Longmead Avenue, both Bristol, lately trading as H. B. Hawker and Son, 9 Sydenham Road, Cotham, Bristol, haulage contractors. Receiving order and order of adjudication, October 16th. First meeting, November 13th, and public examination November 22nd, at Bristol.

JAMES RHODES RATCLIFFE, haulage contractor, etc., Bield, Elm Grove, Forest Hall, lately The Avenue Garage, Seaton Delaval, both Northumberland. Receiving order October 16th, and order of adjudication October 18th.

NORMAN BENNETT, Corporation Road, Rochdale, Lancashire, haulage contractor. Receiving order and order of adjudication, October 16th. Public examination December 6th, at Rochdale.

FRED POLLARD, Highbury Mount, Headingley, Leeds, motor haulage contractor, etc. Receiving order and order of adjudication, October 16th. Public examination November 26th, at Leeds.

GEORGE BEND, 16 Hawthorn Road, Hale, Cheshire, general carrier, etc. Receiving order October 17th, and order of adjudication, October 21st. Public examination November 22nd, at Manchester.

NORMAN HENRY YATES, 83 Barmbrough Lane, Goldthorpe, near Rotherham, Yorkshire, haulage contractor. Receiving order and order of adjudication, October 18th. Public examination November 28th, at Sheffield.

LEONARD MOSES SUGDEN, Sanitary Lane, Hillhouse Lane, Huddersfield, Yorkshire, haulage contractor, etc. Receiving order and order of adjudication, October 24th. Public examination December 11th, at Huddersfield.

CHARLES HENRY THISTLE, 143b Merton Road, Wimbledon, Surrey, haulage contractor. Receiving order and order of adjudication, October 21st. Public examination November 12th, at Kingston.

ARTHUR PRICE, 52 Ffordd Estyn, Garden Village, near Wrexham, Denbigh, haulage contractor. Receiving order and order of adjudication, October 3rd. Public examination, November 14th, at Wrexham.

CHARLES ALLWAY, 57 Sandown Road, Watford, Hertfordshire, cartage contractor. Order of adjudication, September 28th.

CHARLES SMITH, trading and described in the receiving order as Charles Smith and Sons, 8 Carr Street, Stepney, London, haulage contractor. Order of adjudication, October 10th.

Notices of Dividend.

JOHN MADGE, 164 Canal Road, Bradford, haulage contractor. No. 27 of 1929. First and final of 10d. in the £, payable at 17 Piccadilly, Bradford.

BENJAMIN LEWIS, 49 Front Street, Cullercoats, Northumberland, haulage contractor. No. 6 of 1929. First and final of 3/2d. in the £, payable at the Official Receiver's Office, 81 St. Mary's Place, Newcastle-upon-Tyne.

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New Companies.

Eastern Roadways, Ltd. (243,174).—Private Company. Registered October 23rd. Capital £5,000 in £1 shares. Objects: To carry on the business of carriers by land, general carriers, bonded and common carmen, forwarding agents, haulage and general contractors, garage proprietors, etc. The first directors are to be appointed by the subscribers.

Road (Motors) Traction, Ltd. (243,511).—Private Company. Registered October 31st. Capital £8,000 in £1 shares. Objects: To carry on the business of motor haulage contractors formerly carried on by V. C. Lee at 24 Railway Approach, S.E.1, and that of carriers of passengers and goods, etc. F. J. Howlett Jones signs as director.

London & Northern Transport Company, Ltd. (243,649).—Private Company. Registered November 6th. Capital £600 in £1 shares. Objects: To carry on the business of motor and haulage contractors, etc. The permanent directors are: P. Warren (chairman), W. G. Staye.

Buck's Expresses (Watford), Ltd. (243,662).—Private Company. Registered November 8th. Capital £500 in £1 shares. Objects: To carry on the business of carriers of passengers and goods, caterers for and organisers of motor coach and bus services, motor, aerial and other trips, circuit and other tours, excursions and transport services generally, owners of public garages, service depots, etc. The directors (to number not less than 2 not more than 5) are: S. F. St. George (life director), T. E. Greenwood. S. F. St. George is the first managing director. Secretary: T. E. Greenwood.

London Commercial Motors, Ltd. (243,681).—Private Company. Registered November 9th. Capital £3,500 in £1 shares (1,500 8% cumulative redeemable preference and 2,000 ordinary). Objects: To acquire the business of motor engineers and motor transport contractors now carried on by W. M. Batty and E. H. Batty at 102 Boleyn Road, Dalston, and 7 Helmsley Street, London. W. M. Batty shall be first and permanent governing director.

E. S. Sampson & Co., Ltd. (243,679).—Private Company. Registered November 9th. Capital £1,000 in £1 shares. Objects: To carry on the business of haulage, cartage and general transport contractors, proprietors and hirers of traction engines, motor lorries, pantechnicon and other vans, etc. The permanent directors are: C. J. Cox, E. S. Sampson (managing director). Secretary: M. A. Butt.

Grantham Tractor and Car Company, Ltd. (243,695).—Private Company. Registered November 11th. Capital £1,000 in £1 shares. Objects: To carry on the business of motor garage proprietors, runners of motor omnibuses, lorries, tractors, and vehicles, etc. The permanent directors are: R. Garratt, R. S. Withington, W. J. Martin.

I. W. Holdsworth, Ltd. (243,787).—Private Company. Registered November 16th. Capital £10,000 in £1 shares. Objects: To acquire the business of haulage and removal contractors, carting agents, coal merchants and dealers, corn merchants and warehousemen, retailers, wholesalers, salesmen and merchants of petrol, oil and kerosene, carried on by O. Holdsworth and C. Holdsworth, at North Bridge, Halifax, as "I. W. Holdsworth." The directors are: O. Holdsworth, C. Holdsworth (both permanent governing directors). Registered office: 2 Haley Hill, Halifax.

Dolphin Bus Company, Ltd. (7,945).—Private Company. Registered November 18th in Dublin. Capital £1,500 in £1 shares. Objects: To acquire the business of omnibus proprietors now carried on by Thomas Mitchell, M. Kellagher and G. White as the "Dolphin Bus Company." The first directors are not named. Secretary (pro tem.): G. White.

National Road Haulage Company, Ltd. (243,813).—Private Company. Registered November 18th. Capital £1,000 in £1 shares. Objects: To carry on the business of general carriers, haulage contractors, railway, shipping, forwarding and insurance agents, carmen, furniture removers, motor garage proprietors, jobmasters, omnibus, fly and other conveyance proprietors, body and coach builders, etc. The first directors (to number not less than 2 nor more than 5) are: J. B. McMaster, J. W. McMaster (both permanent).

Cook's Haulage (Aylesford), Ltd. (243,818).—Private Company. Registered November 19th. Capital £1,000 in 5/- shares. Objects: To acquire the business of a haulage and cartage contractor, car garage owner, motor engineer and general forwarding agent carried on by A. Cook as Cook's Haulage Service at Bridge Wharf, Aylesford. The first directors (to number not less than 2 nor more than 5) are: A. Cook, A. J. Cook (both permanent). Secretary: T. P. Ryle. Registered office: Bridge Wharf, Aylesford, Kent.

Bunty Motorways, Ltd. (243,833).—Private Company. Registered November 20th. Capital £500 in £1 shares. Objects: To acquire the business of motor coach proprietors, motor transport contractors and garage proprietors, carried on by R. G. W. Coombes and J. L. Davies at Spon End, Coventry, as "Bunty Motorways." The first directors (to number not less than 2 nor more than 8) are: R. G. W. Coombes (chairman), J. L. Davies (both permanent).

Lewis Omnibus Company, Ltd. (243,886).—Private Company. Registered November 22nd. Capital £30,000 in £1 shares. Objects: To carry on the business of omnibus, coach, private conveyance and garage proprietors, operators of services for coaches, omnibuses, motor cars, carriages, aeroplanes, airships, carts and vehicles of every description, to deal in motor accessories and engineering supplies, to transport passengers and goods, etc. The first directors (to number not less than 2 nor more than 6) are: F. Lewis, H. E. Powell, R. H. Selbie, C.B.E. and J. Wardle. Registered office: 25 Market Street, Watford, Herts.

Duerdens (Blackburn), Ltd. (243,879).—Private Company. Registered November 22nd. Capital £1,000 in £1 shares. Objects: To acquire the business of coal and coke merchants and dealers carried on as "George Duerden" at Brunswick Street, Blackburn, and to carry on the same and the business of warehousemen, general carriers and carters, railway and forwarding agents, etc. G. Duerden signs as director.

Malden Haulage Company, Ltd. (243,926).—Private Company. Registered November 25th. Capital £2,000 in £1 shares. Objects: To acquire the business of motor haulage and builders' merchants carried on by S. Juniper, S. Longman and L. R. Reece. The directors are: S. Juniper, S. Longman, L. R. Reece. Secretary: S. Longman.

Thame Haulage Company (1929), Ltd. (243,967).—Private Company. Registered November 27th. Capital £100 in £1 shares. Objects: To carry on the business of haulage contractors, carters and transport agents, etc. The permanent directors are: D. R. Wahl, H. W. Fairman. Registered office: Highfield, Oxford Road, Thame, Oxon.

Attercliffe Engineers (Transport), Ltd. (243,975).—Private Company. Registered November 28th. Capital £1,000 in £1 shares. Objects: To acquire the business of an engineer and transport contractor carried on by W. Allen at Attercliffe, Sheffield, as "Attercliffe Engineers." The directors are: W. Allen (permanent governing director and chairman) and others to be appointed by him.

South Western Transport Company, Ltd. (244,003).—Private Company. Registered November 29th. Capital £1,000 in £1 shares (300 10% cumulative preference and 700 ordinary). Objects: To carry on the business of motor coach and hackney carriage proprietors, motor haulage contractors, general carriers, warehousemen, packers and bonded carmen, customs, forwarding, insurance and shipping agents, etc. The first directors (to number not less than 2 nor more than 5) are: O. J. West, J. H. Hope.

Trimdon Motor Services, Ltd. (244,045).—Private Company. Registered November 30th. Capital £2,000 in £1 shares. Objects: To acquire the business of motor omnibus proprietors now carried on (1) by R. Paul and J. W. Seymour and (2) by J. S. Grundy at Trimdon Grange, Durham. The permanent directors are: R. Paul, J. W. Seymour, R. Grundy, J. S. Grundy.

Armagh Wharf, Ltd. (244,082).—Private Company. Registered December 4th. Capital £1,000 in £1 shares. Objects: To carry on the business of wharfingers, carriers, carmen, warehousemen, transport agents, etc. The first directors are not named.

Mortgages, Charges and Satisfactions.

Birchenough Motor Company, Ltd.—Particulars filed of £2,500 debentures authorised August 10th, 1929, charged on the company's property, present and future, including uncalled capital, the amount of the present issue being £1,200.

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George Painter & Son, Ltd.—Debenture dated October 25th, 1929, to secure £1,500, charged on the company's undertaking and property, present and future, including uncalled capital. Holder: G. Painter, 86 Rushey Green, S.E.8.

Commercial Road Haulage, Ltd. — Issue on October 26th, 1929, of a debenture for £100, part of a series already registered.

P. & S. Road Materials Transport, Ltd. — Debenture charged on the company's undertaking and property, present and future, including uncalled capital, dated October 31st, 1929, to secure all moneys due or to become due from the company to Lloyds Bank, Ltd.

Franklin Briden & Company, Ltd.—Debenture charged on the company's undertaking and property, present and future, including uncalled capital, dated November 2nd, 1929, to secure all moneys due or to become due from the company to Barclays Bank, Ltd.

Palanquin Coaches, Limited.—Debenture dated November 5th, 1929, to secure £6,500 charged on the company's undertaking and property, present and future, including uncalled capital. Holder: C. Dodson, 211a Clive Court, Maida Vale, W.9.

James Britt & Company, Ltd.—Mortgage dated November 8th, 1929, to secure £800, charged on premises in Simpson Street and Blundell Street, Liverpool.. Holders: Second Equitable Permanent Benefit Building Society, 57 Whitechapel, Liverpool.

Blue Band Bus Services, Ltd.—Mortgage on "Hewley House," etc., and land adjoining at Normanby, Yorks., dated November 12th, 1929, to secure all moneys due or to become due from the company to Lloyds Bank, Ltd., not exceeding £3,000; also debenture charged on property at Normanby, and the company's undertaking and property, present and future, including uncalled capital, of same date, to secure all moneys due or to become due from the company to Lloyds Bank, Ltd.

Amalgamated Omnibus Services and Supplies, Ltd.—Mortgage dated November 14th, 1929, to secure £8,000, charged on leasehold and freehold properties in East Ham. Holder: C. W. Batten, "Kingwood," Glamorgan Road, Hampton Wick.

Redwing Safety Services, Ltd.—Debenture charged on the company's undertaking and property, present and future, including uncalled capital, and as collateral security thereto, a charge on freehold land on the Kirkleatham Lane, near Dormanstown, Yorkshire, with the building in course of erection thereon, to be used as a garage, both dated November 14th, 1929, to secure £1,950. Holders: Thompson McKay & Co., Ltd., King's Cross Station, N.

F. J. Tucker, Ltd.—Deposit on November 18th, 1929, of deeds of six plots with houses thereon in Albert Road, Wooster Park Estate, Pinner, to secure all moneys due or to become due from the company to Barclays Bank, Ltd.

T. Mossop & Co., Ltd.—Debenture dated November 19th, 1929, to secure £300, charged on land at Christchurch, Hants., and the company's undertaking and property, present and future, including uncalled capital. Holders: Branch Nominees, Ltd.

G. & H. Green, Ltd.—Debenture dated November 19th, 1929, to secure £1,000, charged on the company's undertaking and property, present and future, including uncalled capital. Holders: Watson's Wharf, Ltd., 19 Swan Street, Minories, E.

H. B. Buses, Limited.—Satisfaction in full on September 25th, 1929, of mortgage dated May 1st, and registered May 3rd, 1929.

Leopold Walford Transports, Limited.—Satisfaction in full on October 26th, 1929, of mortgage and debenture, both dated November 23rd, 1925, securing £4,000.

P. & S. Road Materials Transport, Ltd.—Satisfaction in full on October 31st, 1929, of two debentures of £2,500 each dated February 17th, 1927, and registered March 3rd, 1927.

James Britt and Company, Limited.—Satisfaction in full on November 7th, 1929, of mortgage dated August 13th and registered August 15th, 1925.

E. W. Younger and Company, Limited.—Satisfaction to the extent of all moneys secured thereby on November 8th, 1929, of mortgage dated July 4th and registered July 10th, 1923.

Amalgamated Omnibus Services and Supplies, Ltd.—Satisfaction in full on November 14th of mortgage to the National Bank, Ltd., dated March 15th and registered March 18th, 1929.

Receiverships (Appointment or Release).

J. Young & Son (Stratford), Ltd.—G. C. Ablitt, of 93 De Vere Gardens, Ilford, ceased to act as Receiver or Manager on October 23rd, 1929.

Motorways, Ltd.—H. T. Bloor, of 255 Finsbury Pavement House, E.C.2, was appointed Receiver on October 25th, 1929, under powers contained in debentures dated March 23rd, 1927.

Oldfields (Southport), Ltd.—T. H. Sutton, Incorporated Accountant, of 152 Lord Street, Southport, was appointed Receiver and Manager on November 4th, 1929, under powers contained in debenture dated October 30th, 1920.

Chester & Liverpool Lighterage & Warehousing Company, Ltd. — W. H. Haswell, of 94 Foregate Street, Chester, was appointed Receiver on November 7th, 1929, under powers contained in 1st mortgage debentures dated February 7th, 1923.

Stamford Garage (Mossley), Ltd.—J. Sykes, C.A., of 30 Belgrave Place, Mottram Road, Stalybridge, was appointed Receiver and Manager on November 7th, under powers contained in debentures dated January 9th, 1929.

Glider Pullman Services, Ltd.—T. G. Cooke, Accountant, of Rodney Chambers, Rodney Road, Cheltenham, was appointed Receiver and Manager on November 11th, under powers contained in debenture dated May 7th, 1929.

North Enfield Transport Services, Ltd.—R. A. Rodgers, Corporate Accountant, of Coventry House, South Place, E.C., was appointed Receiver on November 12th, under powers contained in debenture dated April 5th, 1929.

Sullivan Motor Transport Company, Ltd.—C. Latham, of 78 New Oxford Street, W.C.2, was appointed Receiver on November 20th, 1929, under powers contained in debenture dated October 24th, 1928.

Preserve the Countryside.—The Automobile Association appeals to all road users to co-operate during the winter in protecting from wanton destruction the numerous beauty spots, woods, forests, etc., which afford us so much pleasure during the spring, summer and autumn. Many of these precious and unique bits of British scenery are suffering badly through the removal of young trees and bushes, and the breaking down of branches.

Appreciation of Sympathy.

Mrs. James A. Oswald, of 43, Khedive Road, Forest Gate, wishes to express her appreciation of sympathy extended to her in her great loss.

NOTICES

The World's Carriers is published monthly, on the 15th of each month. Annual Subscription, including World's Carriers Year Book and Diary, £1 1s., post free.

Advertisement tariff sent on request.

The Editor, while promising to give prompt consideration to any articles, notes, drawings, or photographs submitted, disclaims all liability in connection with contributions sent in voluntarily. If a properly addressed and stamped envelope is forwarded, every effort will be made to return rejected contributions.

Books, pamphlets, prospectuses, and newspapers (the latter having any special item conspicuously marked) should be addressed to the Editor.

All remittances should be made payable to "The Carriers Publishing Company, Ltd.," Bangor House, 68 & 69 Shoe Lane, London, E.C.4, and crossed "Midland Bank, Ltd."

Telegrams: KARRIWORL, LUD, LONDON. **Telephone: CENTRAL 6068 (2 lines).**

Our Information Bureau.

FOR THE INFORMATION OF OUR SUBSCRIBERS we have recorded the names of General Carriers, Furniture Removers, Motor Haulage Contractors, and Forwarding Agents in all parts of the world.

Any subscriber requiring the name and address of a carrier, motor transport contractor, furniture remover, or forwarding agent in any particular town can obtain the information by writing us and enclosing a stamped addressed envelope.

FREE INFORMATION COUPON.

Information and advice can be obtained relating to Road Transport matters and concerning Motor Vehicles such as Buses, Lorries, Steam Wagons, Delivery Vans and Tractors.

"THE WORLD'S CARRIERS."

Information Bureau Coupon.

DECEMBER, 1929.

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The
World's Carriers
AND
Carrying Trades' Review
A MONTHLY RECORD OF THE CARRYING TRADES OF THE WORLD.

VOL. XXVI.—No. 304 JANUARY 15, 1930. [ANNUAL SUBSCRIPTION, £1 1s. (INCLUDING YEAR BOOK AND DIARY).

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Development of British Ports.

We have had the opportunity recently of inspecting a number of the great ports of the country, and we have been considerably encouraged in our belief in the future of British trade by seeing the great improvements which have been made since the termination of the Great War in increasing their facilities. In September last we were present at the opening of the new lock at Tilbury, owned by the Port of London Authority, and saw the great landing stage just nearing completion which will once more enable the Port of London to provide facilities for the largest ships afloat. We have just recently been over the docks controlled by the Port of Bristol, of which some brief account is given in this issue, and we were glad to see that the new Eastern extension of the Royal Edward Dock, which we were privileged to see opened by H.R.H. The Prince of Wales in May 1928, is now in full working order and is providing facilities for grain transit and storage second to none in the United Kingdom. The report, therefore, of the Port Facilities Committee, which was published after the issue of our last number, is exceedingly interesting, because it shows that those concerned in shipping are not content to rest upon the improvements already completed, but are ready and anxious to develop still further our port facilities, provided ways and means can be found. The Port Facilities Committee comprised representatives of the Chamber of Shipping, the Association of British Chambers of Commerce, and the Federation of British Industries, and they have followed up the publication of their report by a representative deputation to the Ministry of Transport, at which they put forward their views to Sir Cyril Hurcomb, the Permanent Secretary to the Ministry. The Committee distinguish between port facilities and shipping services, emphasising that the shipping industry has always relied on private enterprise and the free play of economic factors and does not ask for state aid, with state control as a necessary corollary. They consider, however, that the ports of the country are in a different position, and their reasons for making this distinction are that foreign shippers have complained of the absence of modern loading and discharging facilities in some of our ports; on the vital importance to our import and export trade of the provision of up-to-date port facilities, and thirdly on the urgent need for reducing unemployment by means of schemes which can be advocated as economically sound. As our columns have recorded month by month the great ports of the country have been spending large sums of money since the close of the War on improving their port facilities, but the Committee is of the opinion that many further schemes of useful and necessary work would be put in hand by the various port authorities provided they were assured of Government support. The members of the Committee, as practical men, did not content themselves with receiving evidence but took the step of visiting the ports of the country and seeing for themselves the facts of the situation. As a result they mention several large ports at which they consider further developments are urgently required and they recommend schemes of development which they consider are economically sound in such ports as Glasgow, Leith, Newcastle, Middlesbrough, Hull and Swansea. They lay more emphasis, however, on the need for assisting the smaller ports of the country, at which in former days our very important coastwise trade was a special feature. They point out that many of the small ports which once carried on a flourishing trade are in danger of becoming obsolete, and in some cases the trade has practically left the ports, having been diverted to other channels by the energy and enterprise of rival means of transport. The Committee is of the opinion that sea-going motor barges could be usefully employed, where larger vessels were impracticable, and that a new era of prosperity was possible for a comparatively slight expenditure. In their interview with the Ministry of Transport the speakers of the deputation further emphasised the great importance of improving the roads leading to the docks, specially mentioning those connected with the Port of London Authority, but which were not under its jurisdiction. The chairman of the Port Facilities Committee stated that the facilities at the near Continental Ports, such as

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Antwerp, Hamburg, Amsterdam and Rotterdam, as well as at some of the Italian ports, were superior to some British ports. He also referred to the difference in freights charged from Continental and British ports which was handicapping British exports. Sir Cyril Hurcomb, in replying to the deputation, was sympathetic to the aims of the Committee and said that he fully appreciated the needs of shipping. He mentioned, with regard to the road approaches to the London docks, that the report of the London Traffic Advisory Committee's Visiting Committee had been received and was under consideration with a view to action in the near future, and other developments referred to by the deputation were also under consideration. It is interesting to record, as we do in this issue, that at a time when special efforts are being made to provide schemes which shall reduce unemployment and at the same time increase the prosperity of the country, the Port of London has issued its traffic figures for the eight months, from April to November, 1929, showing a considerable improvement in the tonnage and giving figures which constitute a record in the history of the Port of London. Out of a net registered tonnage of 255,465,280 for all U.K. Ports the Port of London accounts for 39,605,279. It is further interesting and encouraging to find that the increasing activity of the Port comes from widespread sources and is not confined to any one particular section of trade. In the report which has been issued the Port of London Authority claim that this record return is accounted for by the vastly improved dock accommodation and equipment provided by the Authority during their 21 years' regime, coupled with the dredging of a wider and deeper navigable channel in the river. As a result of these improvements and other economies effected by the Port Authority they have been able to reduce some of their charges, which will represent a saving to shipowners and shippers using the port of an amount estimated at £250,000 per annum. While the able administrators of our great docks consider that there is justification for spending large sums of money in improving the facilities, and while those able men at the heads of the various associations interested in shipping, consider it worth while to give their valuable time to inspect our ports and make recommendations for their further improvement, we need not be downhearted about the trade of the country, and it is to be hoped that the Government will see their way to provide the financial resources necessary to make the further improvements which have been so well advocated.

Comment on Current Topics.

The Road Traffic Bill.

In the December number of *The World's Carriers* we dealt with the Road Traffic Bill, taking particular exception to clauses contained in Part 5, and we are, therefore, gratified to note that an amendment was carried in the House of Lords on December 18th by 24 votes to 11 by which Clause 92, which had for its object the granting of powers to local authorities to run public service vehicles outside their own areas, was rejected. No doubt there will always be divided opinion as to what constitutes desirable municipal trading and that which is undesirable. Broadly speaking, however, one would suppose that the line of demarcation comes between the two points, one being whether the rights of the individual are jeopardised by municipalisation and the other being the point whether there can be no other interest but the welfare of the individual. Water, gas, electricity and transport undertakings, however, fall under a different category. In cases where these are carried on as private undertakings, they are so much hedged about by local requirements that they are compelled to provide efficiency in every respect. In the case of municipally owned services of this description it cannot be said that control is so efficient for the simple reason that the censors or supervisors themselves are responsible only to themselves. But we do not wish to enter into a general argument either for or against municipal trading, we simply wish to give it as our emphatic opinion that transport is best provided by private enterprise under reasonable supervision. Municipal transport has always been disappointing for the reason that there was no incentive to improve where it held a monopoly. The introduction of the motor bus and motor coaches brought about this incentive, with the result that municipal undertakings either succumbed or became heavy burdens to the ratepayers or have survived owing to unfair competition. Whilst in the case of companies supplying such commodities as water, gas and electricity, in the past there has been much exploitation by company promoters, particularly in the case of water undertakings, there has been practically nothing of the kind in motor transport undertakings. The latter have established themselves under great difficulties, inseparable from pioneer undertakings, and, in addition, they have had to work against prejudice and direct opposition. Private transport undertakings now have every prospect of making good, if they are left reasonably to themselves but, if they have to fight municipal competition, they stand not the slightest chance and would be well advised to close down their undertakings. If the decision of the House of Lords were final there would be no necessity for us to refer to this matter again, but the Bill has still to come before the House of Commons, and Mr. Herbert Morrison in a recent speech indicated that it was the intention of the Government to re-introduce Part 5 of the Bill. Part 5 of the Bill, deleted by the House of Lords, is not the only objectionable feature of the Bill. Clause 18 for instance (limitation of time for which drivers of certain vehicles may remain continuously on duty) if passed into Law would clip the wings of motor transport even more effectively than the proposed speed limits, which are dealt with in a separate article in this issue. Clause 18 proposes to make it illegal for the driver of public service vehicles and goods vehicles to remain on duty for more than five hours at a time or more than ten hours in any consecutive twenty-four hours. Now every motorist knows, or should know, that, with the exception of bus drivers, a motor driver's job is to-day one of the easiest, most comfortable and desirable of any employment with equivalent pay. One only had to examine the comfort provided for drivers in the driver's cabs on the vehicles exhibited at the recent Olympia Commercial Motor Show to appreciate how exceedingly comfortable they are. The driver of a commercial vehicle to-day, unless he be an owner driver, which class the Bill does not touch, has practically nothing to do but drive. It is not part of his duty to keep his vehicle in order. Drivers of commercial vehicles, both passenger and goods, are of necessity selected from the ranks of those who are physically fit and, whilst it is indeed undesirable that they should be compelled or permitted to drive for unreasonably long hours, the five hour limit and the 10 hour limit in the 24 are both ridiculous, and we are convinced that no conscientious driver would desire to be so limited and, furthermore, should this Clause become law great numbers of drivers would be forced into the ranks of unemployment. The Bill, as it stands, even with the House of Lords Amendment, broadly speaking,

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emancipates the private motorist and enslaves the commercial motorist. If passed into law it will constitute one of the shrewdest blows from which commercial motoring, as conducted by private enterprise, has yet suffered.

Railway Traffic in 1930.

As is the usual custom, the General Managers of the great railway companies have issued statements on the position of the railway companies, in some cases in the form of a New Year's message to the staff. Sir Josiah Stamp in his message refers to the steps taken to establish the London, Midland and Scottish Railway in the omnibus business of the country, since the passing of the Act of 1928, which gave them powers to run road motor services of all kinds. He gives a list of the omnibus undertakings in which the Company has become interested and this list is an imposing one, showing how widespread are the ramifications of combined rail and road transport. He states further that it is the intention of the management ultimately to secure such interest in the omnibus industry of the Company as is consistent with the full powers conferred by Parliament. The object of the negotiations is to secure as between railway and road services the fullest measure of co-ordination for the benefit of the undertakings and of the travelling public. Mr. William Whitelaw, Chairman of the London & North Eastern Railway Company, in his New Year's message, states that they can all look back upon last year as one in which their hopes had been realised, in no small degree, they had recovered millions of passengers and increased their freight traffic by millions of tons, and the whole organisation had worked with a success and smoothness which reflected credit upon the entire staff. Mr. James Milne, the General Manager of the Great Western Railway Company, is proud to be able to record that still further progress had been made during the past year and he believes that when the results of the year's working are published they will show that the Great Western Railway continues to hold its high place in the world of transport. Mr. R. H. Selbie, Chairman of the Railway General Managers' Conference, in a New Year's message, states that the year just completed has been brighter than its predecessor for railway interests. He goes on to say that there are signs of an awakening to the fact that as the railways have long since ceased to hold any monopoly of the transport work of the country they must be freed from many of the hampering restrictions placed upon them when that monopoly existed. All the railway managers take an optimistic view of the situation now that they have obtained powers to run road motor services and have been able by means of these powers to secure working arrangements and in many cases a controlling interest in well-established road transport organisations. These optimistic views may be justified by results, but it is essential to bear in mind that the first necessity is the provision of adequate travelling facilities at the lowest cost to the general public and that if co-ordination of rail and road services provides this it will be justified, but if it results in the reduction of facilities, with an increase of the cost of travelling and of transport charges, then it will be a bad day for the trade and commerce of the country.

The 1930 Motor Coach Season.

Though still early in the year it is not too early to begin to make preparations for the coming motor coach touring season. During the past two or three years motor coach travel has become firmly established, not only for touring but as an all-the-year-round business proposition to accommodate business people. Nevertheless, regular all-the-year-round services will have to be considerably augmented to accommodate the holiday traffic. Experience in the past has been so encouraging that this year, without a doubt, a still larger percentage of holiday makers will decide to patronise the road and also, no doubt, a great deal more money would have been invested in the coaching industry were it not for the proposed new legislation —30 miles per hour speed limit—and some doubt as to what the effect of the proposed new licensing regulations will have on the freedom of travel in connection with selection of stopping places and routes. But it may be taken for granted that the current year will see no changes in these regulations, as, whatever may be the fate of the Traffic Bill in Parliament, it is not likely that the new regulations will come into force until 1931. *The World's Carriers,* as in previous years, will continue, in its Motor Coach and Bus Section, to keep its readers fully informed on matters affecting them in the passenger transport industry. The most important matters at the moment, requiring the united effort of all those interested in passenger services for the purpose of resistance, are (1) the 30 mile speed limit; (2) the limited hours of working for passenger vehicles drivers; (3) the compulsory backing of licences by all local authorities through which motor coach proprietors propose to run their vehicles, and it is also very important that the proposed new system of licensing should be most carefully considered as it may be that, if the present proposals become law, the control of public service passenger vehicles will be so stringent that there will be little room or encouragement for development.

Motor Owners and Police "Persecution."

There is one grave feature of recent legislation and regulation by the Minister of Transport which demands the serious consideration of all motor vehicle owners, and that is the increasing authority wielded by the police in all matters relating to transport by road. In former days it was the custom of various provincial towns to provide a substantial revenue by means of police traps, resulting in heavy fines against motorists who exceeded the speed limit. This campaign has almost ceased with the exception of one or two benighted districts, and should the road traffic bill, abolishing the speed limit, become law, it will die a natural death. The police will now turn their attention to the subject of dangerous driving, a matter upon which we hold very strong views and which we should like to see stopped by the most stringent means possible. At the same time, we do not agree with the arrangements whereby one policeman, who after all is a fallible human being, shall have the power to decide what is dangerous driving and what is not. When we come to the commercial motor vehicle user the police have the power to harass him in many directions. We have recently had the opportunity of discussing this with road users carrying on both local and long distance services, and they are strongly of opinion that the prosecutions to which they are subjected, virtually mean persecution by the police. Now that regulations have been made on the subject of excessive noise a further terror has been added to those already borne by the motor vehicle driver. Even if after being summoned the case is dismissed, valuable time and expense have been incurred, and should a conviction result, on what the owner may consider biased evidence, he is usually not in a position to proceed further owing to the very heavy expenses which would be incurred. We strongly urge all our readers who are harassed in this way, to approach their local associations and through this means, or if necessary through the national body to which their local associations should be affiliated, to secure the consideration of their grievances and if they have good cause for complaint, a strong appeal should be made for an alteration in the law or the regulation which allows such unjust actions to be taken.

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Notes and News.

L.M.S. Appointments.—The London, Midland and Scottish Railway Company make the following announcement:—Following the retirement of Mr. F. G. Evans, C.B.E., vice-president, railway traffic operating and commercial section, Mr. W. V. Wood has been appointed vice-president, finance and service departments, and Mr. J. Quirey, C.B.E., has been transferred to the post vacated by Mr. Evans. Mr. H. V. Mosley has been appointed chief executive officer for new works and Parliamentary business, in which capacity he will attend the Executive Committee. Mr. Ernest Taylor has been appointed chief accountant in succession to Mr. J. F. Gee, retired.

Mr. James Davidson's New Appointment.—Mr. James Davidson, who was for a number of years under Mr. R. J. Armstrong at John Walsh, Ltd., Sheffield, and lately with Jas. Shoolbred & Co., Ltd., London, has been appointed Removals and Warehousing Manager for Shaw's Depository, Ltd., Blackpool.

G.W.R. Appointments.—The appointments of Mr. H. E. Cracknell, district goods manager, Newport, to be district goods manager, Cardiff, and Mr. H. W. Payne, chief clerk to the chief goods manager, Paddington, to be district goods manager, Newport, have been approved by the directors of the Great Western Railway.

New G.W.R. Director.—Captain Harold MacMillan has been elected a director of the Great Western Railway Company to fill a vacancy on the Board.

The Prince of Wales and the Buenos Aires Exhibition.—H.R.H. The Prince of Wales has expressed his willingness to become Patron of the British Empire Trade Exhibition, which will be held in Buenos Aires from February 18th to April 2nd, 1931.

New L.M. & S. Directors.—The London, Midland and Scottish Railway Company announce that Mr. J. H. Houldsworth has retired from the board of the company but remains a member of the Scottish Committee. The Right Hon. Walter Runciman, M.P., and Major Ralph Glyn, M.P., M.C., have been elected directors.

TO ALL OUR READERS
A
Happy & Prosperous
New Year

National Furniture Warehousemen's Association.—The eleventh annual meeting of the National Furniture Warehousemen's Association of America is now being held at the Edgewater Gulf Hotel, Edgewater Park, near Biloxi, Mississippi; the meeting terminates on January 19th. The 39th annual meeting of the American Warehousemen's Association is being held at the same hotel from January 20th to 23rd. We hope that our friends on the other side will have happy and successful meetings.

New Chairman of Railways Staff Conference.—Mr. Kenelm Kerr, assistant general manager of the L.N.E.R., has been appointed chairman of the Railways Staff Conference, in succession to Mr. W. Clower, who has retired.

New Cunard Director.—The Cunard Steam Ship Company announces that Mr. Sidney John Lister, one of the managers, has been elected to a seat on the Board. Mr. Lister entered the service of the company 35 years ago. He was last year's president of the Liverpool Steamship Owners' Association and is a director of the American-Levant Line and the Hudson's Bay Company Overseas Settlement.

British Railways Advertising.—Mr. G. H. Loftus Allen, advertising and publicity officer of the L.M.S. Railway, has been appointed chairman of the British Railways Advertising and Public Relations Committee for the year 1930.

Motor Hirers and Coach Services Association.—In our report in the December issue of the speech made by Mr. M. Logette, Chairman of the Management Committee, Motor Hirers and Coach Services Association, at a Conference at Olympia, held in November last, we did not make his meaning quite clear in one respect. He was speaking on the question of licence fees as dealt with in the Reports of the Royal Commission on Transport. He said that operators would have to obtain a certificate of fitness for a vehicle; that Certifying Officers were to be appointed and paid fees on a prescribed scale in respect of the vehicles examined, and that "he advocated there should be no certificate and no fee." Of course, what Mr. Logette meant to convey to his hearers was that if a Certifying Officer refused to issue a Certificate of Fitness for a vehicle then no fee at all should be payable, and he recommended that endeavours should be made to have inserted in any Bill the actual fee to be paid for a Certificate of Fitness when granted.

Omnibus Chassis for Norwegian State Railways.—The Acting Commercial Secretary, His Majesty's Legation, Oslo, reports that the Norwegian State Railways are likely to purchase in the near future a number of omnibus chassis, preferably of the big single deck type and with a seating capacity of about 50 passengers. Firms desirous of offering British built omnibus chassis can obtain further particulars upon application to the Department of Overseas Trade, 35 Old Queen Street, London, S.W.1. Reference number AX. 8956 should be quoted.

Gold by the Ton.—Recently, £1,000,000 in Australian sovereigns passed through the streets of the city of Hull on its way to London and the Bank of England. The precious cargo had been brought from Australia by the steamer Ulysses, and was divided into 2,000 cases each containing £5,000. The cases were placed in three pantechnicons and taken to the railway station, which was reached about 8 a.m. An hour later they were on their way to London, and the following day the Bank of England duly made public the fact that £1,000,000 in Australian gold had been received. The furniture vans belonged to Selle & Co., removal and storage contractors, Hawthorn Avenue, Hull, who held the contract for removing this huge quantity of gold.

Roads and Bridges Committee of the House of Commons.—A deputation from the Roads and Bridges Committee of the House of Commons was received by the Lord Privy Seal and the Minister of Transport on December 23rd last. The object of the deputation was to lay before the Ministers concerned suggestions by which they thought road works for the relief of unemployment could be put in hand more expeditiously. They suggested that there might be a tendency on the part of local authorities to hold their hands in the hope of obtaining larger grants. If the present terms really represented the final offer of the Government the sooner local authorities were definitely told so the better. The deputation also made certain other suggestions by which they thought procedure might be speeded up and referred particularly to the rebuilding of weak bridges over railways and canals. In reply the Lord Privy Seal expressed sympathy with the general aims of the deputation and said that he and the Minister of Transport were already doing all they could to expedite matters. He would be glad of the co-operation of the Committee in bringing before local authorities the desirability of proceeding at once on the advantageous terms now offered them, which certainly would not be improved. With regard to weak bridges over railways and canals, the Minister of Transport reminded the deputation of the provisions of the Bridges Act, 1929, and informed them that a circular had been issued to all local authorities in July last to the effect that grants for this purpose were available at the rate of 75 per cent. of the net cost falling upon the highway authority in cases where a new liability was incurred under the terms of the Act.

Change of Address.—We announced in our December issue that Messrs. G.m.b.H. Edmund Franzkowiak and Co. had been elected to membership of the British Association of International Furniture Removers. The firm inform us that they have now moved to Hamburg 1, Bahnhofstrasse 11, to which all communications should now be addressed.

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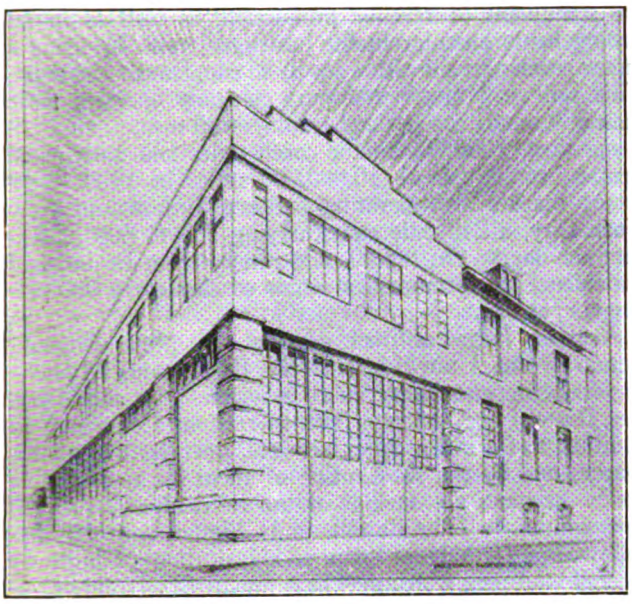
"Gilford" New Offices and Showrooms. — We have pleasure in reproducing the architects drawing of new offices and showrooms to be opened shortly by the Gilford Motor Company, Ltd., at 465 and 471a Holloway Road, London, N.7.

"White Cross Line." — A regular service by new (100 A1) steamers from Antwerp and/or London (as inducement offers) and Newport, Mon. (or Cardiff) to Brazil, Uruguay and Argentina is now being run by the White Cross Line. The Managers of the Line are Pardoe-Thomas & Co., Ltd., and they will despatch steamers as under (subject to conditions of the Line's Bills of Lading):—s.s. "Knight of the Cross" (6,400 tons D.W.) closing Antwerp, 21st January, Cardiff, 26th January for Rio de Janeiro, Rio Grande do Sul, Monte Video, Rosario and Santa Fé; s.s. "Knight of the Rose" (6,400 tons D.W.) closing Rotterdam, 14th February, Antwerp, 17th February, Newport, Mon., 21st February for Rio de Janeiro, Santos, Monte Video, Rosario and Santa Fé; s.s. "Knight of St. Michael" (6,400 tons D.W.) closing Antwerp, 13th March, London, 15th March, Newport, Mon., 20th March for Rio de Janeiro, Santos, Monte Video and Buenos Aires; s.s. "Knight Almoner" (7,200 tons D.W.) closing Antwerp, 9th April, London, 12th April, Newport, Mon., 17th April for Pernambuco, Rio de Janeiro, Santos, Monte Video, Buenos Aires, Rosario and Santa Fé. The Loading Brokers for the Line are as follows to whom an application for rates will receive immediate attention:—Newport, Mon., Pardoe-Thomas & Co., Ltd., 107 Dock Street; Cardiff, Pardoe-Thomas & Brother (Cardiff), Ltd., Cymric Buildings; Bristol and Avonmouth, Pardoe-Thomas (Bristol), Ltd., 129 Cumberland Road; Birmingham, Pardoe-Thomas & Co., Ltd., Newspaper House, Corporation Street; Manchester, Herbert Watson & Co., Ltd., 2 Bank Street, St. Ann's Square; London, Pardoe-Thomas & Co., Ltd., 17 Gracechurch Street, E.C.; Antwerp, P. A. Van Es & Co. Consortium, Savon Freres; Rotterdam, Hamburg and Amsterdam, P. A. Van Es & Co.; Paris and Strasbourg, Consortium Savon Freres; Pernambuco and Bahia, Wilson, Sons & Co., Ltd.; Rio de Janeiro and Santos, E. Johnston & Co., Ltd.; Rio Grande do Sul and Porto Alegre, Wilson, Sons & Co., Ltd.; Monte Video, Buenos Aires, Rosario and Sante Fé, Christophersen, Hermanos.



SKETCH OF THE GILFORD MOTOR CO.'S NEW OFFICES AND SHOWROOMS TO BE OPENED SHORTLY.

The Italian Art Exhibition.—In co-operation with the Anglo-Italian Express of 5 Fore Street Avenue, E.C.3, the official transport agents for the pictures that came from Italy for the exhibition of Italian masterpieces, now being held in London, Evan Cooks Depositories, Ltd., 134 Queens Road, Peckham, transported to the Royal Academy the pictures that arrived here in the "Leonardo da Vinci." The firm's fleet of Leylands left the docks at noon on the Saturday in a long convoy headed by a motor car containing the Italian officials, and flying the Italian flag. Those vans containing the most valuable pictures were zinc lined and hermetically sealed and the pictures were beautifully packed. The fourteen empty vans are now held at Evan Cooks Lift Van Park awaiting the close of the Exhibition. It is impossible to estimate in money the value of these pictures but they must be worth many millions of pounds.

ONE OF EVAN COOK'S LEYLAND LORRIES ENGAGED IN TRANSPORTING ITALIAN MASTERPIECES.

New Year's Honours.

INCLUDED in the list of New Year's Honours are the following:—

BARONS.

Mr. Arthur Augustus William Harry Ponsonby, M.P., Parliamentary Secretary, Ministry of Transport. For public and political services.

Sir Charles Cheers Wakefield, Bt., C.B.E., LL.D. For public and philanthropic services. Governing Director of C. C. Wakefield & Co., Ltd.

K.C.M.G.

Sir Edward Thomas Frederick Crowe, Kt., C.M.G., Controller-General of the Department of Overseas Trade.

C.B.E.

Mr. Alfred Dryland, M.Inst.C.E., County Surveyor, Middlesex. A past President of the County Surveyors' Society and the Institution of Municipal and County Engineers.

Mr. Sidney Stallard, D.S.O., O.B.E., Divisional Road Engineer, Ministry of Transport.

O.B.E.

Mr. Tom Shirley Hawkins, M.B.E., M.Inst.C.E., Civil Engineer, Secretarial Department, Ministry of Transport.

Obituary.

W. Van Oppen.

IT is with the deepest regret that we record the death of Mr. W. Van Oppen, the founder of Van Oppen & Co., Ltd., and up to the time of his death Managing Director of the Company, which took place on Wednesday, December 18th last, after a very brief illness. In our last issue we gave some particulars of the business, with a photograph of Mr. Van Oppen, on the occasion of the jubilee of the firm, marked by the presentation to Mr. Van Oppen of gifts signifying the high esteem in which he was held. At the Annual Dinner of the London Shipping and Forwarding Agents' Conference held late in November, we had the pleasure of meeting Mr. Van Oppen and of having a chat with him and congratulating him upon his good health. In doing so, we commented on the fact that he appeared to look as young and active as when we first made his acquaintance some twenty-five years previously. It is, therefore, difficult to imagine that he has passed away and we offer our sympathy to his colleagues and in particular to Mr. A. F. J. Brown, his co-director, who has been associated with him for forty years.

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A Review of Road Transport.

ONLY a very few years ago the British industrial motor industry appeared to be at a standstill, so much so that when any marked improvement either in design or equipment made its appearance on the British market, it was usually concluded without enquiry that it emanated from some foreign source. To-day the position is vastly different; never before has the British industry been so self-reliant and progressive.

The lethargy of the past was due to a very great extent to the unfortunate policy of the Government in placing on the market innumerable ex-service vehicles not only of British but also of foreign manufacture. The ill-effects of this policy is felt even to-day, many of the best known of our manufacturing firms being only just emerging from the financial straits in which it placed them. It was small wonder that manufacturers had little cash to spare for experimental work and the creation of new and improved models.

Another reason for the greatly improved position of the industrial motor industry is that the manufacturer and user are now a great deal more in sympathy than they were. It may be said with truth that both manufacturer and user have been serving 20 years apprenticeship. On the one hand, the manufacturer did not know what types of vehicles the users required and would produce a vehicle trusting to luck that it might possibly fill some need in the road transport industry. On the other hand, the user would purchase a vehicle and hope that he might find work suitable for it. It was a "hit or miss" policy, but quite unavoidable as education had to come from practical experience, theory being of little or no assistance. The position now is that both manufacturers and users are equally experienced in the road transport industry. Both have gained much knowledge during the past few years, and as this knowledge increases so will the cost of road transport decrease until a minimum is reached.

The progress of road transport, however, is by no means uniformly smooth. Legislation has always been rather against it than with it, and uncertainty with regard to what is going to happen next continues to impede its progress.

One of the most important matters affecting road transport during the past year is the development by the railways of their newly acquired road carrying powers. This development is being watched with the keenest interest by the road carrying industry and with no little apprehension. The railways have already acquired controlling interests in very many of the largest passenger carrying services in the country, but it would be incorrect to say that they are making bold use of their powers. It is obvious that their present policy is as far as possible to co-ordinate road and rail transport instead of developing each on its merits. Whether their policy is correct or not time alone can show. It will depend upon in how far the railways are willing to provide the public with travelling facilities even superior to those which it is now enjoying. The public is now educated and appreciates alternative methods of travel, and every village in the Kingdom is provided with easy means of travel to any part of the country. Competition has increased the comfort of vehicles and kept the fares reasonably low. Passengers may reach their destination either entirely by road or partly by road and partly by rail. There is freedom of choice, and if the railways seek to limit this freedom there will be such serious opposition to their virtual monopoly that it may result in new legislation.

In connection with rail and road passenger services it is interesting to note what is happening in the United States. The New England Transportation Company, a subsidiary company of the New York, New Haven and Hertford Railway Company, is operating 61 motor coach routes covering 2,200 route miles in an area of approximately 30,000 square miles. According to the officials of that Company, it has been very successful from the standpoint of revenue production, as well as in reducing losses on unprofitable passenger trains by using a motor coach as a substitute for or to supplement the train. This rail road motor transport company operates more than 300 motor coaches and employs 500 men. In 1928 it operated 9,000,000 motor coach miles and anticipated that it would operate 10,000,000 miles in 1929. 59 motor coaches are operating between Boston and New York City, a 240 mile run, carrying 500 to 600 passengers per day. On the 40 mile run between Boston and Providence these companies' motor coaches carry 900 passengers per day.

Another large railroad serving the New England section of the United States—the Boston and Maine—also has extensive motor coach services. Its subsidiary, the Boston and Maine Transportation Company, in addition to its motor truck services, operates 111 motor coaches and by the substitution of them for unprofitable trains estimates the savings of the railroad at £100,000 per annum. The Boston and Maine railroad has followed a formula or plan of substitution of highway for rail transport which may be summarised as follows:—

(1) Complete substitution of motor coach for steam-train branch line passenger service.

(2) Partial substitution on branch lines.

(3) Partial substitution on main lines.

(4) Complete substitution for electric railways owned by the Boston and Maine railroad.

(5) Complete substitution for electric railways not owned by it.

(6) Motor coach operation to supplement steam railroad passenger service.

With regard to the inter-state motor coach services in the U.S.A. these carried approximate 29,000,000 passengers in the year 1928. An official of one of the Trans-Continental lines operating out of New York City stated that between September 11th and October 16th, 1928, the average ticket sale was for a distance of approximately 1,100 miles.

The Greyhound Lines and Yellow Stages motor coaches has established the longest, largest and most dependable motor coach system in America. It operates from coast to coast and from the Great Lakes to the Gulf of Mexico and from the Canadian to the Mexican border. It is allied with 7 of the largest railroad systems of the United States and is regarded as the beginning of the most comprehensive system of co-ordinated rail and road transport facilities in the world. The longest runs are between New York and Los Angeles and New York and San Francisco, the distances being in both cases approximately 3,400 miles. By rail the distances are approximately 3,150 miles. The time occupied by motor coach is 134 hours, as compared to 92 hours by rail, showing 42 hours in favour of the rail. The fares by motor coach are approximately 70 dollars, as compared with 109 dollars by rail, showing about 40 dollars in favour of the motor coach.

The above are merely incidents of the motor coach development in America, which is proceeding with great rapidity. We are indebted for the information to Mr. Frederick C. Horner, being extracts from a paper he

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read before the Transportation Meeting of the Society of Automotive Engineers in Toronto, and more recently in Tokio, Japan.

It will be gathered from the above notes that the American railway interests do not appear to be so slavishly and blindly adhesive to their railway transport as is the case in this country. It is only in extreme cases that the railway companies in this country give their passengers choice between rail and road travel. On the other hand, however, it must not be forgotten that the road services of the British railways are only in their infancy; the coming year will undoubtedly see some remarkable developments.

It should also be noted that in cases where the American railroads are running either their own subsidy motor coach services or are co-operating with privately owned motor coach services, they are not increasing the motor coach fares in order to coerce travellers to use the rail or, in other words, they rely upon the time factor to even up the balance of attraction.

Turning now to goods transport by road in this country; railway developments in this direction are not so obvious as in the case of passenger services. We note, however, that since the railways have obtained their road transport powers they have become one of the best customers to the motor manufacturing industry, and railway forwarding agents also will no doubt participate and benefit by railway development in this direction.

But the most remarkable development during the past year in goods transport by road is the provision of new types of vehicles to suit all classes of conveyance. On new types of vehicles it is possible to transport unit loads such as machinery weighing upwards of 100 tons, without transferring undue stresses to the road surface, this result being obtained by the provision of an indefinite number of wheels mounted on short axles free to oscillate, so that every wheel may at all times carry its share of load, irrespective of road inequalities within reason. These exceptional vehicles are almost invariably built for haulage by traction engines or tractors.

The articulated six-wheeler can now be built to carry 20 tons or thereabouts without infringement of the law. These vehicles may be built either with a four wheel bogie at the rear, or four separate rear axles each carrying two wheels and two front axle wheels, and they are hauled by any convenient form of tractor. Provision is made for raising the front end of the semi-trailer so as to transfer part of the load on to the driving wheels of the tractor to provide adhesion. These new type articulated vehicles have all evolved from the original Scammell articulated six-wheeler placed on the market shortly after the war. These vehicles are increasing in popularity with road transport users as they are economical in operation, comparatively fast and the taxation is reasonable and they have the very great advantage that one tractor can operate several semi-trailers and so save terminal delays.

The rigid six-wheeled type of vehicle has grown into favour with most remarkable rapidity for both passenger and goods transport.

We mention particularly the above types of vehicles because their importance is more far-reaching than casual observation would appreciate. Not only do they enable heavy loads to be carried without undue axle weight, but they enable exceedingly bulky and light loads to be carried on light vehicles. With the exception of vehicles intended for the very heaviest load, the muti axle vehicles permit the use of pneumatic tyres, which is not only an advantage to the vehicles themselves, but also an advantage in the matter of road wear.

It is particularly interesting to note in this connection that although the number of vehicles on the roads to-day is about five times as many as in 1920, the number of commercial goods vehicles has increased six fold since 1919, speeds have increased and gross weights have increased in the case of the heavier vehicles and with the increase in speeds, the vehicle mileage has also increased, nevertheless, the expenditure per mile on ordinary maintenance and repairs of Class 1 and 2 roads and bridges in Great Britain, shows a considerable reduction. In the Report of the Administration of the Road Fund for the year 1928—1929, the expenditure per mile on Class 1 roads is given as £604 for the year 1923—1924, as compared to £534 for the year 1928—1929. With regard to Class 2 roads, there has been a slight increase from £315 per mile to £341 per mile, nevertheless, the average for both classes of road has dropped from £459 per mile in 1923—1924 to £437 per mile for 1928—1929. The significance of the figures would seem to be that the peak figure of road maintenance costs has been reached, and this is due to improvements both in road and vehicle construction, and to improvement in road construction and maintenance methods. The motor engineer has met the road engineer at least half way, if not more.

The advance in scientific knowledge both in mechanical engineering and civil engineering as applied to road use and construction, and in its practical application is of still more far-reaching importance when considered from an Empire point of view. There are vast areas of the British Empire undeveloped for want of good roads, and which would have remained undeveloped for generations did the modern road vehicle still require the same road crust strength it did, say, ten years ago. To-day, loads double the weight of those carried on vehicles ten years ago, can be carried at one-half, or even less, weight per square inch of road, and there is a corresponding reduction in the strength of road crust necessary, and also a corresponding reduction in the cost of road construction and maintenance. This is a vastly important matter bringing the responsibility of industrial development of great tracks of country to an economic figure. In this connection we do not forget the recent remarkable development of the "Roadless" or girder track vehicle which for pioneer work must continue to be a factor of inestimable value.

At the beginning of this article we have referred to unsympathetic legislation in connection with road transport development in this country. As an instance of what is meant by this it is necessary to consider the proposed speed limits contained in the Roads Traffic Bill now before Parliament. Taking for example the speed limit of 20 miles per hour it is proposed to impose on heavy goods vehicles, *i.e.*, vehicles weighing upwards of 2½ tons. Twenty miles per hour is absurdly slow, even for heavy vehicles, as every motorist knows. It must be remembered that the speed limit of 20 miles an hour does not mean an average of 20 miles per hour, but a maximum, and therefore the average would be reduced to about 15 miles an hour. Suppose then a vehicle having overhead charges such as interest, depreciation, insurance, rent, driver's wages, tax and establishment charges amounting to £2 10s. per day, such a vehicle we may assume is easily capable of an average speed of 25 miles per hour. In a working day of eight hours it could therefore cover 200 miles, thus the standing charges would be 3d. per vehicle per mile. Supposing the driver observed the speed limit strictly, he could average no more than 15 miles per hour, equivalent to 120 miles in an eight hour working day, representing 5d. per mile standing charges. Thus, not only is the expense of running the vehicle at two-thirds of its capacity increased by 2d. per mile, as compared to running it to its full capacity (exclusive of running charges), but one-third of the day and one-third of the earning power of the vehicle are lost. One day in every three days is lost, or, in other words, where three vehicles only would be required, working at their full capacity, four vehicles

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would be required working to the artificial speed limit capacity, and the cost per annum of the extra vehicle would be approximately £600 exclusive of actual running costs such as tyres, fuel, oil and maintenance.

If there were justification for this artificial speed limit, there would be no room to complain, but statistics compiled by the Safety First Council and by the Ministry of Transport or both in collaboration, shows that industrial vehicles are responsible for fewer accidents on the road than private cars and, furthermore, excessive speed—unless included in negligent driving—is not recorded as a cause.

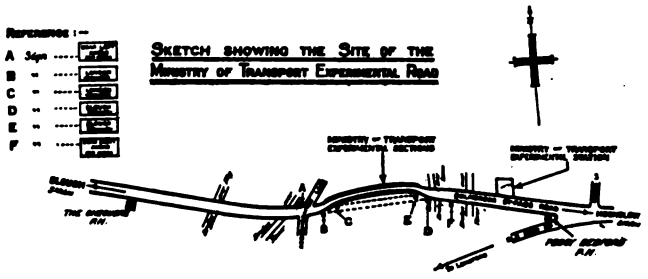
This additional cost to industrial vehicle operators as a result of an artificial speed limit if imposed, represents an additional cost on the industry of the country. If our legislators could regard it impartially in that light they would no doubt appreciate the enormity of their offence. In the case of heavy vehicles engaged on local delivery work, a quick acceleration and high speed is as important as on non-stop runs, so that every advantage may be taken of opportunity for considerable speed so as to increase the number of deliveries per day. Thus, from whatever angle the speed limit is regarded, it is expensive if the restriction is artificial, or, in other words, below the capacity of the vehicle in question.

Regarding the matter from another angle, there are approximately 75,000 heavy goods vehicles on the road. In common with other road users, no doubt, every driver is getting the best speed out of his vehicle, he is able, and if each, on straight runs, is getting an average of 25 m.p.h., should the speed limit be reduced to 20 m.p.h. representing an average of 15 m.p.h., it will necessitate about another 25,000 vehicles to do the work which the 75,000 vehicles are now doing, and thus will the roads be congested both by the additional number of vehicles required and by the ridiculously low speed enforced.

Ministry of Transport Experimental Road.

THE Ministry of Transport Experimental Road, Harmondsworth, is about 600 yards in length and lies adjacent, and parallel, to part of the Colnbrook Bye-Pass Road; its location is shown in the diagram.

The experimental sections are of concrete, with varying features of design and construction in the different slabs; the series of tests is being made in order to obtain information on technical details.



The experimental concrete lengths have been laid by the Department, with the advice of a Committee representative of all interests concerned, e.g., engineering, research, motor car users and commercial vehicle owners. It is expected that the information to be obtained from these experiments will be of considerable value.

Award for Bravery.—Under their new scheme of making awards when gallantry has been displayed in rescuing horses from death, the National Horse Association, of 12 Hanover Square, London, announces that their Certificate of Merit has been awarded to P.C. Charles S. Gowing, of Cirencester Police Station, who stopped a horse at full gallop in Cricklade Street, Cirencester, thus preventing a serious accident liable to cause the death of the horse, and probably that of many pedestrians who crowded the streets at the time. The action was carried out at some considerable personal risk, P.C. Gowing being slightly injured in the right arm.

Worshipful Company of Carmen.

Mr. J. Woodman-Smith appointed Clerk to the Company.

By the unanimous vote of the members of the Court of the Worshipful Company of Carmen, Mr. J. Woodman-Smith has been elected Clerk to the Company in succession to the late Mr. Under-Sheriff H. W. Capper, whose lamented death we reported in our issue of November last.

Mr. J. Woodman-Smith, who was born in Aberdeen, is the son of Mr. W. J. Woodman-Smith, who was a solicitor and landed proprietor. He was educated at Trinity College, Glenalmond, Corpus Christi College, Oxford and Aberdeen University; took Honours in History and Philosophy at Oxford, obtained a Gold Medal in Scottish Law at Aberdeen, gained first-class Honours in Law at the Intermediate Examination and also at the Final Examination in London, and was awarded the Cliffords Inn Prize by the Incorporated Law Society.

MR. J. WOODMAN-SMITH.

He is a solicitor by profession, and also a member of Lloyds. In addition to his legal experience, he has been a Director of Messrs. Smith & McLaurin, Paper Makers, and the Three Rivers Pulp and Paper Co., in Quebec, Canada, and has spent some years in the paper making trade in America and Canada, and has also been engaged in the catering trade.

In 1927 the late Mr. Capper was thinking of relinquishing some of his professional work, and obtained the assistance of Mr. J. Woodman-Smith. He became the Managing Clerk of Messrs. Baylis Pearce & Co., the firm of which Mr. Capper was a member, and proving successful, was admitted a partner in January, 1929.

Mr. J. Woodman-Smith was commissioned 2nd Lieutenant in the Scottish Horse in 1911, became Captain in 1914, and was appointed Major in 1917. He served in Gallipoli and in France, and retired with the rank of Major in 1919. He enlisted in the London Scottish in 1924, became Captain in 1926, and is now Commanding a Company.

He is a member of the United Universities Club, the Caledonian Club, and the Beaconsfield Golf Club. He is also a Liveryman of the Carmen's Company, his mother Company. He has a wide circle of acquaintances and friends, and the members of the Worshipful Company of Carmen, to whom Mr. J. Woodman-Smith is well known as they had the opportunity of making his acquaintance at a number of meetings of the Court during the past twelve months, should receive much benefit from his experience and energy.

Shire Horse Show. — The 1930 London Show of Stallions, Mares and Geldings will be held at the Royal Agricultural Hall, London, on February 25th, 26th and 27th next. The Programme is as follows:—Tuesday, February 25th, 8.30 a.m., judging of Stallions and Geldings; Wednesday, February 26th, 8.30 a.m., judging of Mares and Produce Groups, with Parade (if practicable) on the Wednesday afternoon, Annual General Meeting of Members at 4.15 p.m.; Thursday, February 27th, 9.0 a.m., parade of Stallions, Mares and Geldings entered for the Auction; 10.0 a.m., sale by Auction of Stallions, Mares and Geldings; 2 p.m., judging of Commercial Horses. The Secretary of the Shire Horse Society is Mr. A. G. Holland, and the Offices are at 12 Hanover Square, London, W.1.

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The Road Traffic Bill.

THE Committee stages of the Government's Road Traffic Bill have been concluded in the House of Lords, and the Report of Amendments is to be received on January 22nd.

The outstanding feature of the Lords amendments is the deletion of the whole of Part V of the Bill giving powers to certain local Authorities to run public service vehicles, to enter into working and other agreements, etc.

In our last issue we said, "There is nothing in the Bill to make it easier for road transport contractors to operate, in fact, if it passes into law, the small user will most certainly be squeezed out of the business—we refer more particularly to the passenger transport side of it. It is proposed in Part V of the Bill to give local authorities powers to run passenger vehicles both in and out of their own districts by agreement with adjacent authorities. . . . The proposal requires the most careful consideration, particularly by small operating firms, as obviously it is their welfare which would be most endangered."

Speaking at a meeting of the Edmonton Labour Party, on December 19th, Mr. Herbert Morrison, Minister of Transport, said that the action of the House of Lords in striking out of the Bill the provisions giving municipalities already possessing transport powers greater freedom in the running of omnibus services raised a serious issue which would no doubt have to be dealt with when the Bill reached the Commons. This part of the Bill was essentially connected with Part IV, which set out a new organisation for the licensing of public service vehicles. Under Part IV, the municipalities would no longer be licensing authorities. They had, therefore, all the greater claim to be put in a position of complete equality with companies before the new Traffic Commissioners. Modern road transport could not be run on the basis of restricted municipal areas. Therefore, it was necessary that municipalities which already provided a very important part of the public service vehicle system, should be able to link up omnibus services with each other, to enter into working agreements with private concerns, and no longer to have to go to Parliament for the slightest extension of powers. Further, the process of going to Parliament each time an extension of powers was needed, was exceedingly wasteful from the ratepayers' point of view, and imposed additional charges upon the operation of the undertaking, which was a disadvantage to the travelling public. When municipalities bought omnibuses, their enterprise ought not to be saddled with big capital charges swallowed up in parliamentary expenses. The Bill contained ample safeguards against wasteful and irresponsible enterprise, and amply protected the general public interest. He was exceedingly sorry that the House of Lords, which up to that point had handled the Bill with understanding and businesslike despatch, had allowed itself to be influenced by narrow vested interests, and so to throttle perfectly legitimate municipal enterprise in a direction which had been recognised over and over again as desirable by Parliaments of all political complexions for many years past. As the House of Lords had been informed by Lord Russell, concluded the Minister, not only was this part of the Bill supported by the Municipal Tramways and Transport Association, but also the Municipal Corporations Association, at its annual meeting when Mr. Neville Chamberlain was in the chair, had supported the proposals, and further, the Royal Commission on Transport, which included in its ranks only two members of the Labour Party, had unanimously concurred in this part of the Bill, in the interests of co-ordination and simple justice to municipal bodies.

The Bill empowers the Minister of Transport to make regulations as to the construction, weight and use of motor vehicles, and makes it unlawful to use a motor vehicle or trailer which does not comply with such regulations. An important amendment passed by the Lords, exempts vehicles from such regulations if constructed within twelve months from the coming into force of a regulation.

The House of Lords has made several important amendments to Part IV of the Bill which deals with the regulation of public service vehicles. This part of the Bill was not to apply to contract carriages adapted to carry less than nine passengers. The Lords have altered this to read "less than eight passengers." At a recent meeting of the Omnibus Owners' Association, it was contended that these small vehicles could and did compete with omnibus and coach services, and that only contract carriages adapted to carry less than seven passengers should be outside this part of the Bill. Other speakers preferred the figure to be four or five.

The Road Traffic Bill laid down that a stage carriage should be a motor vehicle carrying passengers at separate fares, any or all of which are less than sixpence, or such greater sum as may be prescribed. The Lords have raised this amount to one shilling, or such greater sum as may be prescribed. Some omnibus owners contend that no sum should be fixed, and that a stage carriage should be allowed to ply anywhere along its route.

With regard to Express Carriages, the Bill laid down that the minimum fare should be sixpence or such greater sum as may be prescribed. As amended by the Lords, the clause now reads "one shilling for a single journey or such greater sum as may be prescribed." At the meeting of the Omnibus Owners' Association referred to above, it was suggested that the minimum fare for express carriages should be at least 2s. 6d. On the other hand, the Motor Hirers and Coach Services Association had recommended that it should be 1s., the idea being to widen the difference between a stage carriage and an express carriage. As, however, the maximum fare for a stage carriage has been raised by the Lords to one shilling, the margin of difference between the two classes of vehicles has not been widened to the extent hoped.

The Bill proceeds, "Provided that a motor vehicle adapted to carry less than six passengers shall not be deemed to be an express carriage by reason only that on special occasions it is used to carry passengers at separate fares." The Royal Commission on Transport recommended that the clause should read "adapted to carry less than nine passengers," etc.

The Bill, as introduced into the House of Lords, provided that the applicant for a road service licence, on applying for the backing of such a licence, shall submit to the Area Licensing Commissioners, time-tables of proposed regular services, and in any other case particulars as to the frequency of services and times to be taken on journeys, and that a copy of every time-table approved by the Commissioners shall be carried and be available for inspection in every vehicle used on the service in question. The Lords have amended this so as to include in each case fare tables as well.

The House made an important amendment to the clause in the Bill reading, "A local authority may make orders for determining the routes to be followed by public service vehicles in the area or in any part of the area of the authority," etc. Earl Russell moved to leave out "routes to be followed" and to insert "routes which may be used." He said that the object of the Amendment was to make it clear that the orders made by local authorities were not intended to fix routes for particular services but only to preclude the use of roads which they considered unsuitable. The orders did not have effect until the Minister of Transport confirmed them. The amendment was agreed to.

In our last issue we criticised the 30 miles per hour speed limit imposed by the Bill on pneumatic tyred motor coaches and omnibuses. The Royal Commission on Transport recommended that the speed should be 35 m.p.h. The Lords have allowed the speed to remain at 30 m.p.h. No doubt there will be a strenuous fight when the Bill reaches the Commons to get this speed increased. Lord Banbury of Southam, has given notice of an amendment to be moved on Report in the House of Lords that the speed of pneumatic tyred passenger vehicles should be 20 m.p.h.! He also hopes to retain a speed limit of 35 m.p.h. for motor cars.

Liverpool C.M.U.A.

MR. L. E. FOSTER, of Messrs. Greenall Whitley & Co., Ltd., St. Helens, has been co-opted a member of the Liverpool Area Committee of the Commercial Motor Users' Association.

The Committee, at its meeting on 12th December, discussed notices for the closing of certain roads, received from the Clerk to the Cheshire County Council. As regards the Northwich roads, the committee raised no objection to them being closed to through traffic only. It was suggested by the committee, that in the interests of through traffic, it would be beneficial if the name Warrington Road, Northwich, leading from Witton Street, was changed to some other name. It was also suggested that it would be better if "Northwich" was added to the Gralam direction arm on the signpost at Lane End Farm and Wincham Cottage. The County Surveyor and Bridgemaster of the Chester County Council sought the views of the C.M.U.A., as to the need of providing a better supply of water for steam wagons at Bromborough. The Committee is dealing with this matter. The Committee held a special meeting on 27th December to consider the Road Traffic Bill, particularly the part dealing with the limitation of working hours. Another subject discussed was the Washington Convention for the eight hour working day.

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Road Engineering in relation to Road Transport.

AT a meeting of the Institute of Transport, held in London on December 9th last, **PROFESSOR R. G. H. CLEMENTS, M.C., M.INST.C.E.**, read a paper entitled "Road Engineering in relation to Road Transport."

Sir Josiah C. Stamp, G.B.E., the President of the Institute, presided at the opening of the meeting, and said that the subject with which Professor Clements would deal was a topical one, and the Institute was fortunate in having an expert to bring it before the members. Professor Clements was the first holder of the Chair of Highway Engineering, which Sir Henry Maybury had been instrumental in establishing, and he had held, at various times, high municipal offices; he had been engaged in military engineering in France; had served in an independent consulting capacity, and had taken part in scientific research, having been in charge of the appropriate department of the National Physical Laboratory at Teddington. In fact, there was hardly any kind of work along those lines which Professor Clements had not attempted, and in which he had not achieved success.

Professor Clements said that the broad and exhaustive survey upon which a Royal Commission on Transport was engaged, the prospect of legislation controlling influential industries and intimately concerning the wayfarer upon the King's Highway, and the operation throughout a decade of new social and economic agencies, all joined to make the present moment an occasion when the technicalities of road transportation could usefully be argued and ventilated.

The new conditions which were emerging in 1919 after the struggles of the Great War, witnessed the firm beginnings of an entirely new era as affecting the use and status of our national road system. The growing alteration in outlook, already well marked in the years immediately prior to 1914, had been advanced by tentative experiment and trial, and this impulse, pent up during the war period, was suddenly released, coincident with the return of the nation's energies into the peaceful channels of commerce and industry. The ten years which had elapsed furnished a convenient period for review and consideration as to the nature, extent, and quality of the progress which had been made. In particular, it furnished a reasonable perspective in which the changes, improvements, and, indeed, errors in terms both of the road and road transport could jointly be contemplated, and it was from that particular aspect of the co-ordination, nay, co-operation of those two elements, that his paper was specially directed.

UNITY OF THE PROBLEM.

The natural demand of the public for road freedom and increased road facilities had furnished to both elements an opportunity to develop along their own individual lines reasonably free from restraint or unduly hampering conditions.

In the light of this aspect of the survey, there seemed to be two outstanding questions:—

(a) Has the evolution of each element produced a closer union, based upon an appreciation of the common public interest?

(b) What steps can be taken to advance mutual progress on principles which will permit of an economic expansion?

GENERAL SITUATION IN 1919.

In 1919 the road situation might frankly be described as hopeless and chaotic. The necessary restriction of the war years, coupled with the heavy burden of war traffic, had thrown back the nation's highways into a dangerously weak condition. The highway authorities, dependent upon their own rating resources alone could not cope with the arrears of work which had accrued. Before that general state of weakness could by normal methods be improved, there occurred the sudden release of war transport for absorption into civil use, engendering a feverish activity to adapt this facility both for industrial and passenger purposes, and so creating a heavy additional traffic loading upon already over-stressed highways. The highway authorities throughout the land, unaided, would have been powerless to cope with such an appalling task as lay before them. By a wider vision and inspiration there was created the organisation to assist the local authorities of the country, the development of a clear road policy, and the formation of a Road Fund, from which the necessary additional monies for this work could be drawn. Still better, there was secured the willing co-operation of the highway authorities in the urgent work of producing a logical and progressive reconditioning of the nation's highway system.

THE PERIOD 1919—1929.

In this intervening period therefore, the principal stages were firstly, the establishment by selection—according to well defined principles—of a network of the most important trunk routes connecting the great towns and ports. These were called the Class 1 roads. Next, a series of roads of secondary importance was adopted, connecting minor towns and villages, or forming alternative routes. This network became the Class 2 roads.

The first principle established a means of providing the necessary additional revenues. The second principle selected those roads upon which, as a priority service, money should be expended.

Referring to the general changes affecting road transport in this same period the Lecturer said that first, there was the absorption of an enormous number of part-used war vehicles, chiefly in industrial transport, and next, the popularity of passenger transport by road led to the opening up of services throughout the land, and a later outcome was the long distance passenger service. The evolution of the private car had within the same period advanced rapidly.

Some future historian might justly appraise the growth of road development actually achieved in those ten years, and the basis which had been securely organised for future progress.

ROAD ENGINEERING.

The salient features of road engineering progress throughout the period under review included:—

(a) The provision, or improvement of the existing travelling surfaces on the principal roads.

(b) The widening out and abolition of some danger points.

(c) The strengthening of weak foundations and haunches, and the general elevation of the standard of surface paving by the use of the more permanent and lasting types of construction.

(d) The reconditioning of important trunk routes. Those sections of the work which had been completed, though relatively small and discontinuous, had proved a great advantage. This class of work had involved the creation of entirely new standards both of construction and of designing, and would form a valuable guide to all future work in this country.

(e) In many cases the existing roads, by reason of over development along their length, or the general impossibility of adaptation to a higher standard, had to be abandoned and replaced by an entirely new road, roughly paralleling the old line. In addition to this, there were very many miles of new roads constructed to give improved means of outlet from great towns. It was, perhaps, appropriate here to voice a note of regret that in too many of these instances, especially in the case of works on the fringes of the great towns, the new road planned and constructed as a traffic artery had been seized upon to form the backbone of a new housing growth, and there could be witnessed within a few years of its creation, the conversion, and therefore deterioration, of this traffic artery into the condition of a town street, with all its attendant disabilities of trench openings, stationary vehicles, pedestrian traffic, and similar added dangers. It was a matter of the greatest regret that steps were not taken to ensure that the traffic value of this type of road should not be lost so soon after its creation, and that the necessary building development had been sited at nodal points, away from, but in reasonable proximity to, the line of the road and so conserving its function as a traffic artery. In this connection alone, the powers given to County Councils and their Engineers as Town Planning Authorities under the Local Government Act, 1929, would be of far reaching importance.

(f) In most of the large provincial towns the old tortuous, or illogical grouping of the civic centre, together with narrow congested shopping streets had called for the rapid development of the bye-pass as a means of affording the necessary relief for through going traffic. In most cases, while this did in fact involve a detour of greater geographical distance, the time saved by reason of higher speeds and absence of delay and interruption more than justified their construction in

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almost every case. The bye-pass scheme, to be fully effective, should be designed and planned not only for the immediate present, but to make provision for the future.

(g) Scheduled Rural Roads. Rural roads did not initially appear to have a special significance, but motor traffic was threading its way along all roads, and eventually a series of scheduled rural roads of lesser but definite traffic value was selected, and the policy of their improvement and modernisation was formulated.

(h) Upon many English highways there had continued to exist a restraint of passage in the shape of a private toll or similar local obstruction, and it was natural that attempts should be made to remove by purchase or otherwise those impediments to progress. Much had been done in this direction.

(i) Bridges over rivers, canals, railways, etc., presented a peculiarly difficult problem. Designed at the time when, say, the horse-drawn wagon was the unit of traffic, and when loading and speed of movement was determined by that standard, it was not surprising to find throughout the country that there was an enormous number of bridges too weak to support the traffic of the present day. Much work had been done in reconditioning those bridges which were public property, but in the case of those belonging to railway, canal, dock, and other statutory companies, a natural difficulty arose in any proposal to relieve them of their statutory obligations. Nevertheless, a way had to be found which should abolish the illogical condition of imposing, in the year 1929, a standard of traffic which obtained 100 years ago, and already a more enlightened and proper policy was being pursued.

Study and interpretation of the records of density and traffic growth was one of the principal factors which should control not only design, but the quality of economy in expenditure upon which all good design was based.

Densities varied greatly throughout Great Britain over a wide range, and especially upon the same road, but many roads in the provinces carried a loading well in excess of 25,000 tons per day. The rate of increase between 1922 and 1925 frequently reached 300 per cent. under widely varying conditions. The rate of increase between 1925 and 1928 was generally less pronounced.

ROAD TRANSPORT.

During the decade there had been an equally vigorous transition and development in the design and the utilisation of road transport. Haulage transport had achieved its own distinctive technique, and its economic radius of action, together with increased speed and size of unit loading had been enlarged, the latter greatly facilitated by the six wheeler. As to this latter innovation, road engineers were still divided as to whether that was from their standpoint a blessing or otherwise. They were more unanimous on the advantages which had accrued to the highway—and especially to its foundation—from the adaptation of the pneumatic tyre for commercial and industrial vehicles, and the larger passenger units. The recent adoption of such tyres had undoubtedly reduced the stress of road maintenance, the value of which was paralleled by a corresponding advantage to the vehicle in maintenance, speed, operation, and passenger comfort. An excellent example of the virtues of co-operation!

The systematic extension of passenger transport services had brought in their wake order and regularity of duty, improved comfort expressed in design by low loading, lowered centre of gravity, better seating accommodation, and all-weather bodies. Indeed, in the case of the long distance passenger services, these had attained a very high degree of luxury and efficiency.

It would be only too patent that in the general case the reconstruction or adaptation of roads and bridges had followed some long way after the traffic had created a demand, and thus arrears of work and improvement must exist for a long time to come. The desire, no doubt economically justifiable, for greater speeds and wider facilities and higher loading could go too rapidly, and some restraint was necessary and desirable to enable those arrears to be overtaken, and to guard against, on the other hand, a fatal tendency toward over development.

Referring to road accidents, Professor Clements said that in this vital sphere true reform should come from within, and not from the enforcement of artificial regulations. It would not suffice to evade responsibility by throwing the onus upon other shoulders. It was too intimate and personal a matter, and should be accepted as the equal individual responsibility of every user of the road. The fallacy of looking for reform by means of an Act of Parliament alone was merely deliberately avoiding the issue, and equal to the thought which sought to place the blame elsewhere.

There was no more distressing condition for the road engineer than to find that his best labours in improving communication by road might through misuse or abuse result in accidents which ought never to arise. At the same time he must still seek every means and device whereby the thing he created could be made more safe and convenient, and that it should be so designed as to leave no doubt in the mind of the user of the nature of the road conditions he was approaching.

ROAD SIGNS AND SIGNALS.

Multiplicity of road signs and warnings was more dangerous than a lack of them. What was required was the most terse, brief, and emphatic statement of the conditions of fixed or potential danger, both by day and by night. One of the earliest and most vital improvements required, and which would have a definite value in reducing accidents would be a complete and systematic establishment of standard road signals, to the exclusion of every other distracting or supplementary statement upon or adjacent to the highway of whatever nature or description.

TRAFFIC CONTROL.

Linked up to the foregoing was the need for a co-ordination and simplification of the various devices which had been adopted and were in operation throughout the country by various traffic authorities. Whilst these might not have the same fatal consequences, it was, to say the least, disorderly to have so many varied systems through which traffic had to muddle. One might feel confident that the regulation of traffic control to a common policy and of road-side signals would so clear away many difficulties that traffic would itself proceed to the next step of obeying those directions in an orderly and consistent manner to the great advantage of all users of the highway.

LEGISLATION.

The present position of legislation under which vehicles moved and had their being was truly dangerous, and it was submitted that the developments of the last ten years, provided a safe guide for an Act which would regulate present day practice without unduly restricting future developments.

THE REQUIREMENTS OF THE FUTURE.

Continuing, Professor Clements said that without adopting in any degree the unwise and thankless role of prophet, there were certain clearly defined principles which should supply an index for the immediate future. Traffic control, for example, should be systematised throughout the country. Road signals should be standardised, and weeded out to give absolute warning and guidance only. In towns there should be established one or more properly designed and centrally sited parking stations for long distance passenger traffic, and the principal motor bus stopping points should be designed not only with regard to other traffic using the highway, but should provide light weather protection for the waiting passengers.

Important changes would no doubt follow from the intervention of the railway companies equipped with their new road transport powers. The public convenience and advantage should still be a paramount consideration, and it would be of great interest to observe this new factor in operation. In this direction also the work of the Royal Commission on Transport would be expected to produce advantageous results along the lines of the co-ordination of all transport operating in well defined areas.

As to the future of the vehicle itself, there were still many directions in which progress could be made to its own advantage, for example, by reducing stress and wear upon road surfaces and foundations, and completing the cycle, in turn, so reducing the cost of road user to the vehicle. Factors of this character were improvements in spring design, reduction of unsprung weight, and modification of the clutch and gear-box with the reduction in road stresses which arose therefrom.

In another sphere, improvement was required for the housing and fitting of the fuel tank, which was too frequently a most vulnerable part of the machine. Changes, of course, were foreshadowed in the design of the prime mover itself, and of its fuel. Highly efficient as the present petrol engine had become, the designer—in his quest for efficiency—could be expected to produce still more valuable results.

The road in its turn must likewise face a continued need for improvement and progress. Vision and imagination could play a full part in sweeping away those factors which hampered co-ordination, and retarded real broad advance. The design of special features required further study, such as road junctions with their attendant dangers, and the greater use of over-bridges, the removal of level crossings, and the strengthening or reconstruction of

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weak bridges, especially that large number for which statutory companies were legally responsible.

Moreover, the establishment and steady pursuit of a definite reconditioning programme for the trunk roads of the country should be a matter of accepted public policy and advantage, and be steadily pursued up to the limit of reasonably financial availability.

Finally, there should be a more whole-hearted appreciation and utilisation of the advantage and ultimate economy of well conducted scientific research, devised to solve and assist the countless technical problems arising in relation to road engineering, and the use of roads.

By co-operation and help the road engineer and the transport user could freely exert their labours to the common good of the public at large.

The Discussion.

Colonel C. H. Bressey, C.B.E., said that the Author had referred in several passages to the need for a higher degree of standardisation in the methods adopted for road construction, especially on the more important roads. Everyone would agree as to the soundness of that view. The British Engineering Standards Association had played a considerable part, in collaboration with the Ministry of Transport, in framing specifications applicable to various forms of surfacing. In addition negotiations were proceeding between the Ministry of Transport and the societies representing the County Surveyors and the Municipal and County Engineers for the drawing up of a general recapitulation of the methods adopted in the best counties, in order that it might be circulated amongst local authorities generally throughout the country. By this means it was hoped that the level of the less advanced counties might be brought up to that of the most efficient. In any task of this kind the Ministry, he knew, would always be able to rely on the technical assistance of the Author of the paper.

Mr. H. T. Chapman said the Author was responsible, if not for the initiation of the scheme of arterial roads in Kent, at all events for its execution. He desired Professor Clements' opinion in regard to two-way traffic. There was a danger in such traffic, and a danger in central carriageways in the same connection. He believed there were more accidents on the Great West Road and the wider arterial roads than on any others. Where the roads were divided into two, there was, with the seasonal traffic, considerable difficulty owing to congestion. By the Act of 1929, unclassified roads would be under the County Councils. There were already Class 1 and Class 2 roads, and, in addition, a large number of others; he was not sure whether it might not be essential to have a further classification of roads which were not at present classified. It might be necessary to have "C" and "D" roads, in order that efforts might be concentrated on what he would describe as the more important of the lesser roads.

Mr. W. P. Robinson said that an important point in the paper was that which drew attention to the building development that proceeded after the construction of new roads, and he was not sure that the powers of the highway authorities to control development would, even under the new 1929 Act, be adequate, but he hoped that under that Act by giving the County Councils further town-planning powers, it would be possible to obtain more control over this ribbon development and over scattered development also. It seemed to him that the town-planning powers of County Councils did require amendment, and possibly might have to be increased. He felt that the control of traffic was likely to be a difficult problem. It was the intermingling of slow and fast-moving traffic which often was the cause of delay and accidents. The Road Traffic Bill seemed to be a step in the right direction. Probably the most important point to which he wished to refer was that of scientific research. He hoped that something might be done to prevail upon the Government to be more sympathetic and provide more money than had been voted in the past for this particular purpose.

Mr. H. H. Gordon said that economic use of the road was incompatible with haphazard going either on the part of the pedestrian or the vehicle owner. Therefore, in part, at least, desire for economic user of the road must be dictated by a proper system of traffic regulation. He ventured to say that road engineers could not do better than, at all events, pay some attention to the lessons and experience which had been learned with regard to the economic use of the track in railway practice. From railway practice he would learn that the proper way of crossing was by over-head bridges and not on the level; he would learn to have flying junctions, and not gyratory systems. The gyratory system in London streets might conceal for the moment the fact that the streets ought themselves to be improved, but, in the long run, gyratory practice would prove as unsatisfactory in street traffic in London as it would prove on a railway. The road and the railway each had its definite purpose to serve, and although the principles of construction of road and railway might be the same, yet the definition of user of the two must be entirely different. He did not think the country could afford the luxury of two systems which were identical and merely competitive, and he echoed the remark which had already been made that there was most urgent need for greater scientific research along the lines which the Institute, in particular, was framed to develop. The research he had in mind was not so much with regard to the construction of roads, which was purely a problem of engineering, but it was with respect to the proper uses to which roads and railways should be put. There was a definite purpose which the road and the railway each had to fulfil, and until their minds were clarified as to the purposes which each had to serve, it was impossible to define exactly what further need there was for road accommodation and what form that accommodation should take.

Major F. C. Cook said if he were asked what was the most important matter in new road construction to be dealt with, he would suggest that it was ribbon development. The remedy, he thought, would rest in the manner in which the County Councils, which were primarily concerned, applied themselves to the problem in the light of the powers which they would enjoy under the Act of 1929. He was very glad to hear the reference which the Author made to the necessity of close co-operation between the road maker and the vehicle manufacturer. There was a very definite relation between the two. The road reacted directly on the class of the vehicle which used it, and the expense of running a particular vehicle must depend in a very large degree upon the character of the road on which it ran. Speaking as a road engineer, he thought that owners of some classes of vehicles occasionally forgot that owing perhaps to some fault in design, or still more to the conditions to which it had been allowed to deteriorate, a vehicle might do more damage to a road within a given period than the value of the vehicle itself. Dealing with the complaint so often made of competition between the railway and the road, he would like to say that, so far as the road engineer was concerned, there was no question in his mind of competition with the railway, or with any other form of transport. The question of competition when it arose was a matter not for the road maker, but for the road user. To his mind—he thought to all their minds—those who were concerned with the administration of public money on highway expenditure were convinced of this fact, that not only the railway and the road, but the river and the canal each had its proper part to play in the problem of transport, and that a wise administration, whether national or local, would have regard to these considerations and shape its policy to that end.

Major E. G. E. Beaumont, O.B.E., said that the Author had touched upon some important matters, including the urgent necessity for establishing a definitely understood system of road signals and the improvement of road customs, so that there might be a reduction of the slur that there was at present upon mechanical transport, in view of the unsatisfactory frequency of accidents. The Author's statement regarding the substantial progress made in dealing with bridge schemes during 1928-29 was reassuring and active progress of the reconstruction work required all encouragement. While the extended use of pneumatic tyres constituted an excellent example of mutual help in relieving wear and tear of both vehicles and roads, improvements in design, tending towards reduction of axle loads and impact stresses upon the roads, so far as high capacity vehicles were concerned, were to be expected. Higher permitted speed of travel of trailer vehicles would lead to their more frequent use in the future and would assist in the relief of the roads.

Sir Henry Maybury, G.B.E., K.C.M.G., C.B., said that whilst agreeing with Mr. Gordon that there was the economic side to the road question, and naturally anyone dealing with the matter economically, from a national standpoint, must, as Major Cook had stated, have regard to other forms of transport; still, one was apt to lose sight of some of the advantages, other than traffic, which the road afforded to the community. He wondered how the housing situation could have developed had it not been for the net-work of roads which those engaged in housing were fortunate in finding available. Take the case of one of the new arterial roads. He was optimistic enough at one time to predict that on one particular road, if it were built, there would be thousands of houses erected in a very short time. He had lived to see that road

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constructed, and over a length of about eleven miles there were now between four and five thousand houses erected adjacent to it.

Professor Clements, replying to the discussion, said that Col. Bressey had pressed for higher standards of road work. That required no pressing beyond this point, that to every engineer who laboured in any particular field of work which served his fellows, the pursuit of a higher standard was at all times engaging him. Mr. Chapman had put to him the problem of the two-way road. That was a problem which, like many other things, could only be settled by the consideration of the facts bearing upon the case in point. It was a question about which there could be no generalisation. It was impossible to say that a one-way traffic road or a two-way traffic road was going to be of universal application. Each treatment was appropriate to its own special conditions. Mr. Robinson had touched on a point in regard to which he felt very strongly. He had spoken from his own experience of the devolopment along the new public highways. The speaker did not think he had put it too high when he said that it destroyed the traffic value of the new artery. The authorities now entered upon certain new powers and duties under the Local Government Act, 1929. Careful planning, whether town-planning or regional planning, beforehand, could do much to reserve to a road its proper function as a traffic artery, and here again he would press for a solution along the lines of the development of nodal points adjacent to the traffic artery. Much could be done with the aid of a small loop road in the way of conserving to the use of the public the traffic artery for the purpose for which it was designed and created. He quite agreed that standard signs would not prevent accidents. Nothing would prevent accidents except the appreciation on the part of all users of the highway of the danger of such accidents and of the duty and obligation upon all to exercise care, caution and courtesy. The road engineer had borrowed freely from railway engineering practice, but the speaker thought he might say that he had borrowed those things which were useful and which could be preserved. He did not want the road engineer to borrow those things which were best left in the sphere of railway engineering.

Parliament and the Roads.

A WELL attended meeting of members was held in the House of Commons, recently, under the Chairmanship of Major Walter Elliot, to consider questions connected with the development and improvement of roads and bridges.

A valuable initial step in the direction of considering roads apart from the sphere of party politics was taken by Sir Edward Iliffe, Hon. Treasurer of the Roads Improvement Association, and, following Sir Edward Iliffe's resignation from the House, Major Elliot had interested himself in the matter.

After a short discussion, a Roads and Bridges Committee of the House of Commons was formally constituted. Major Walter Elliot was elected Chairman on the proposal of Mr. George Dallas, seconded by Col. Sir K. Vaughan-Morgan. Major Lloyd George and Mr. J. H. Palin were elected Vice-Chairmen, and Mr. D. J. Vaughan, Hon. Secretary to the Committee.

The membership of the Committee is at present as follows, with power to add:—

Capt. E. N. Bennett, Mr. D. Chater, Mr. J. Compton, Mr. G. Dallas, Mr. J. Chuter Ede, Major W. E. Elliot, M.C., Mr. J. E. Edmunds, Mr. Peter Freeman, Major Lloyd George, Mr. D. R. Grenfell, Mr. F. Kingsley, Mr. A. G. Gossling, Mr. D. Hopkin, Mr. Griffith, Mr. P. A. Harris, Mr. L. Hore-Belisha, Lt.-Com. J. M. Kenworthy, Mr. W. T. Kelly, Sir J. Lamb, Sir Murdoch MacDonald, K.C.M.G., C.B., Capt. P. MacDonald, Lt.-Col. Cecil Malone, Mr. W. Mansfield, Mr. G. Middleton, J.P., Mr. J. H. Moses, Mr. H. T. Muggeridge, Sir Douglas Newton, K.B.E., Rt. Hon. Major W. Ormsby-Gore, Mr. J. H. Palin, Mr. M. Philips Price, Sir Cooper Rawson, Mr. W. R. Raynes, Mr. L. de Rothschild, Mr. A. A. Somerville, Mr. D. J. Vaughan, Mr. J. Walker, Mr. W. Whiteley, Mr A. Smith, J.P., Mr. W. B. Taylor, Col. Sir K. Vaughan-Morgan, C.B.E., Lt.-Col. Watts-Morgan, D.S.O.

The following Sub-Committees were elected:—

(a) *Road Fund Administration and Unemployment.* — To take such action as may be necessary to accelerate the early commencement of carefully selected road and bridge work, and to watch that it is carried out under sound financial and administrative conditions. To make recommendation as to any fundamental changes in procedure desirable to achieve these results. (Convener—Mr. D. Chater).

(b) *Road Transport Legislation.*—To consider and report upon legislative proposals when introduced, and to make recommendations as to any amendments desirable. (Convener—Sir J. Lamb).

(c) *London Traffic—London Bridges and Tunnels.* — To consider questions connected with the provision of adequate facilities for the increasing traffic in London and the Home Counties. (Convener—Mr. A. Smith).

(d) *Bridges: Level Crossings: Motor Ways and Toll Barriers.*—(1) To investigate and take such action as may be necessary to promote or facilitate the negotiations with the public service companies concerned to enable weak bridges to be reconstructed and bridges substituted for level crossings. (2) To investigate and report upon proposals for the construction, at the whole cost of the Road Fund, of roads reserved specially for motor traffic. (Convener—Capt. P. MacDonald).

(e) *Co-ordination of Road and other forms of Inland Transport.*—To consider and make recommendations upon all matters relating to the co-ordination of transport. (Convener—Mr. George Dallas).

(f) *Roads in Dominions and Colonies Overseas.*—To secure the development of roads and motor traffic in countries for which Foreign, Colonial and India Offices are responsible to the House. (Convener—Maj. the Rt. Hon. Ormsby-Gore).

(g) *Road Design and Lay-Out: Road Signs and Signals.*—(Convener—Sir M. MacDonald).

Mr. Rees Jeffreys, Chairman of the Roads Improvement Association, in response to a request by Major Walter Elliot, reviewed some of the more important features connected with road development that would need serious and urgent consideration. He recalled the days before the advent of the Road Board when is was not possible to raise any question concerning roads in the House, as the Speaker ruled that Roads were the responsibility of Local Authorities and outside the purview of Parliament. The situation was different to-day. The State were paying a very substantial share of the cost of the maintenance as well as the improvement of the roads, and Parliament had a very definite duty to see that this expenditure was wisely and beneficially administered.

The Roads Improvement Association were willing to place Secretarial facilities at the disposal of the Committee, with the use of all its records, to enable the work of the Committee to be of the greatest value. Mr. D. J. Vaughan, M.P., had kindly consented to act as Hon. Secretary to the Committee.

Major Walter Elliot thanked the Roads Improvement Association for this help which the Committee gladly accepted. He pointed out how valuable this would be, as Members were unable to devote time exclusively to this important question: the co-operation of a great standing organisation, which had been in such close touch with road questions in all their phases for forty years, would be invaluable. It was only on the assurance that this assistance would be forthcoming, that he consented to undertake the Chairmanship of the Committee.

At a subsequent meeting of the non-party Roads and Bridges Committee of the House of Commons, Major Walter Elliot, M.P., presided.

Memoranda submitted by the Roads Improvement Association, dealing with various questions connected with road development and administration, were considered.

Particular attention is to be given to the acceleration of the actual commencement of road work. For some time now there have been numerous reports and statements regarding the volume of work that has been approved and authorised, but relatively little has actually been started. The Committee intend to emphasise that more attention should be given to the design and lay-out of roads, and point out that although improvements in the road vehicle have during the last thirty years been revolutionary the design of the track used by the vehicle has remained largely stationary.

It is felt that the development of road amenities is of the utmost importance and should receive the same executive attention as is now devoted to the construction of the actual carriageway and footpath. The Minister of Transport is to be invited to take the initiative in the systematic removal of dangerous corners and curves and in the reconstruction of weak bridges and the provision of new bridges for level crossings. This is a class of useful work that could be developed side by side and without interfering with general road development now being negotiated by Local Authorities.

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Specialists in Multi-Wheeled Transport.

As operators of a fleet which includes 35 multi-wheeled vehicles, M.R.S., Ltd., of Preeson's Row, Liverpool, have built up a traffic organisation which is one of the finest in the country. Their total fleet of vehicles comprises about 70 units (including maintenance cars) the main constituents being Scammell six and eight wheelers, seven being six wheelers of 12/14 tons load capacity, 26 eight wheelers to carry 15/20 tons and 2 eight wheelers to carry 25 tons. Their resources also include five traction engines of the Fowler and of the Aveling and Porter type, together with a vast quantity of tackle necessary for the transport of heavy machinery, boilers, cranes, etc.

At the present time M.R.S., Ltd., have under construction an entirely new type of Scammell with multi-wheels capable of supporting a load of 40 tons. Another unit on order is a 14-wheeled machine to carry 100 tons. The motive unit will be similar to that of the present eight wheeler with the exception that it will be enormously geared down. From behind the engine, two exceptionally large steel pressings fall from the turntable and carry the front part of the platform which is constructed of built-up steel girders. There are two carriers, one of which has a platform length of 28 feet with a loading line of just over two feet from the ground. When this unit is employed there will be front steering wheels, four wheels in a line on oscillating axles under the turntable with two differentials. At the rear end there will be four wheels in a line, and immediately behind these there will be another set of four wheels, each set of four mounted on two short axles, so that the wheels oscillate and fit the camber of the road, each taking its due share of the load. The machine will have rubber springing, and four jacks will be built into the machine to permit of the whole of the platform lowering to the ground to expedite loading and off-loading, the axles and wheels being detachable. The other unit with a platform length of forty-one feet is similar in construction, with the exception of the last four trailer wheels. Owing to the total overall length of this carrier, back-end steering is essential and only four wheels are practical for this. There will be a four foot capstan wheel at the back, operated by two men seated at this end. The total length of this lorry will be 68 feet.

Another very interesting machine on order is a 35-ton Foden steam wagon. It will run on fuel oil and will incorporate several entirely new features.

M.R.S., Ltd., have depots at London, Manchester, Leeds, Birmingham, Newcastle-on-Tyne and Sheffield, and they have arrangements with a large number of sub-contractors in all parts of the country who collectively transport about two-thirds of the total average traffic. That is to say, the M.R.S. fleet as a separate entity, undertakes about one-third of the daily gross tonnages, and hired vehicles the remainder. Some of the sub-contractors are subsidised by M.R.S., Ltd., being financed in such a way, that when called upon, they can render the quality of transport service that is expected by, and of, the firm. Thus the order in which loads are allocated is as follows:—(1) the house fleet; (2) subsidised haulage contractors, and (3) other haulage contractors.

In the branch of business devoted to the transport of heavy engineering manufactures such as electrical plant, locomotives, cranes, girders, boilers, etc., in addition to the five road locomotives capable of hauling loads up to 100 tons, a vast quantity of tackle has to be employed. The firm's equipment includes 22 bogeys of various types for loads of ten tons up to 100 tons. Contracts, so far as they relate to boilers, more often than not, cover seating as well as carrying, but as a rule every job is a law unto itself and has to be dealt with on its merits according to the weight and size of the pieces for transport. The weight of the load, excepting when canal and railway bridges have to be traversed, is not the first anxiety. The main problem is the size of the pieces and the difficulty of loading, securing to the vehicle and afterwards lightening same. When awkward loads have to be taken long distances, it is necessary to make a preliminary road survey in order to avoid difficulties that might prove formidable obstacles.

One of the contracts recently executed was the conveyance of a Pullman coach from Nottingham to Glasgow. The length of the Pullman was 57 feet, and the height when loaded over 16 feet. Every road en route had to be well thought out and cars worked about 30 miles ahead of the job, finding bye-roads to avoid overhead bridges and road bridges governed by weight restrictions. In this case, two bridges close to Glasgow were encountered, there was no way round, and the coach was too high by inches for an overhead bridge. The only course open to the contractors was to take up the surface of the road under the bridges to get sufficient clearance. Of course they had to make the surface good afterwards. The trailer employed on this job had 16 wheels all with rubber tyres and roller bearings. Another exceptional job recently completed was the transport of four hammer blocks from Yorkshire to the Midlands. Each block weighed 65 or 71 tons. Prior to these pieces going on to the job, one had to be removed to another foundry three-quarters-of-a-mile away. A local contractor tried to move one of the blocks with four traction engines but failed and then commissioned a fifth. Yet with the type of bogey and tackle used by M.R.S., Ltd., on the journey of 100 miles, their largest engine was sufficient to do the haulage alone with a small engine in the rear to hold back the load when going downhill. This journey of 100 miles was completed in 27 hours running time. The total weight of each block, tackle and trailer was 88 tons. The engine weighed 17½ tons so that the total pull was 105 tons.

The most noteworthy work takes place on arrival at the site where usually the loads have to be taken off by tackle carried on the locomotive and placed in position. Recently, M.R.S., Ltd. transported a boiler measuring 16 ft. 9 ins. high, when loaded, and 17 ft. in diameter, weighing 50 tons, from the North-East Coast to Banbury, near Oxford. It had to be loaded on the flat, took up 17 feet of the road, and obviously completely filled many of the roads, 290 miles of which had to be traversed. It did not clear at least five bridges in transit, and had to be taken off the trailer and rolled under the bridges on rollers, and afterwards

LEFT: A 32-TON SENTINEL-CAMMELL STEAM RAIL CAR BEING TRANSPORTED FROM NOTTINGHAM TO GLASGOW ON A 16-WHEELED EAGLE TRAILER. LENGTH OF LOAD, 57 FEET, HEIGHT WHEN LOADED, 16 FEET. RIGHT: ONE OF M.R.S., LTD. SCAMMELL 8-WHEELERS WITH A RUSTON & HORNSBY EXCAVATOR "ON BOARD."

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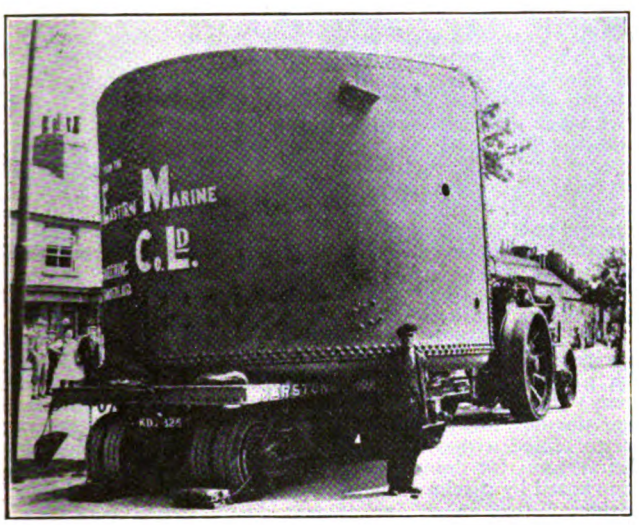
re-loaded. One can imagine the tremendous task of unloading the bulk and weight on the road, and taking by hand under the bridge, and putting back again. On arrival at the site it was necessary to build a sleeper track over 250 yards long across some allotments, where the ground fell by 1 in 6, and wind the boiler by means of the engine down this track, finally placing it on to its prepared seat in the works.

Boilers, loco cranes, excavators, and such like heavy and large loads are done regularly in considerable quantities, every week by the Company, and as many as 28 contracts of heavy boilers and lifts have been going on at the same time. Each of these were lifts of over 25 tons each. At one time cranes and excavators were mainly forwarded in parts, but now the complete unit can be built up at the works and forwarded in a finished state ready for erection on reaching the destination, the Company undertaking the erection if required. The same practice is followed in regard to the dispatch of locomotives. The transport of girders and constructional ironwork is another important section and the Company undertakes erection.

M.R.S., Ltd., claim to carry anything, and during the last few months on the general transport side, substantial developments have taken place in the quantity of tonnage handled. Every day there are about 100 journeys be-

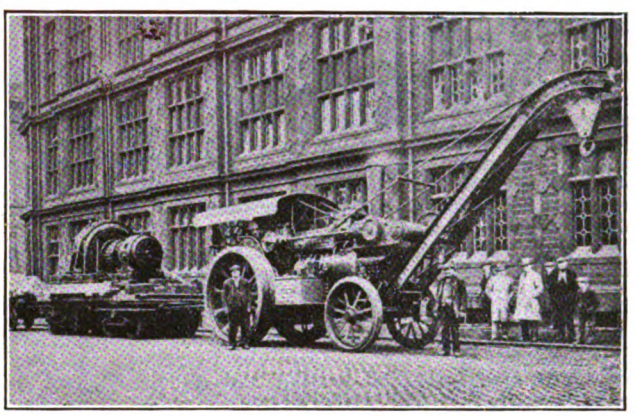


TRANSPORTING A 70-TON BOILER FROM SUNDERLAND TO BANBURY ON A 16-WHEEL TRAILER.

tween such places as Liverpool, Manchester, Leeds, Birmingham, Sheffield, Newcastle and London, which are the trunk routes. On one contract alone M.R.S., Ltd., carry about 1,000 tons per week. All the vehicles work a 24 hour day, outward goods going forward by night and return journeys made in the early hours the following day. In summer, journeys of about 100 miles commence about 9 p.m. and in winter at 6 p.m., and earlier for long distances. Generally speaking the departure time is adjusted to the hour at which the goods have to be delivered. Mileage is a secondary consideration and distances up to 200 miles are regularly undertaken. The various depots arrange for back loads. Each Scammell lorry is expected to earn a minimum of £12 per day irrespective of the mileage travelled. The average earnings per vehicle during a recent six months period was £58 19s. per week, but one of them during the week previous to our interview, earned no less than £135, and during the subsequent week was expected to even improve upon that excellent figure by touching £175. Results such as these can only be achieved by a great deal of intensive organisation and the close co-ordination of country depots with headquarters. The multi-wheelers are hired mainly on a time basis of 24 hours, and not on mileage, that is to say, that at the rate quoted the vehicle must be back at headquarters, or at a depot in time for the next outward load, the following evening. Considerable reliance has to be placed on the efficiency of driving staffs and, consequently, all drivers and assistants participate in a bonus scheme which is operated according to the following scale:—When the earnings of a multi-wheeled vehicle are between £55 and £60 per week the driver receives £1 and his assistant 10s.; £60 to £65, driver £2, assistant £1; £65 and over, driver £3, assistant £1 10s. Drivers are not called upon to look for traffic, which in its entirety, is sought out by the depot staffs. It is not uncommon for 33⅓% of the multi-wheeled vehicle drivers to earn a bonus. In addition to this, each driver qualifies for a supplementary bonus of £10 if he completes six months work without complaint.

M.R.S., Ltd., specialise in bulk traffic which may be analysed thus:—From Birmingham, iron sheets, machinery, tools, and metal goods generally; from Leeds, machinery; from Manchester, carbon black, extract, machinery, chemicals, timber; from London, tea, rubber, machinery, twine, fibres, pulp and paper, copper ore (M.R.S., Ltd., transport 50% of the tea that goes into Yorkshire); from Newcastle, iron plates; from Liverpool, general import cargoes. Loads are generally multiples of 20 tons, and as the capacity of the fleet is only one third of the total average traffic offering, it will be seen that there is a good residue of small loads (of four to eight tons) available for haulage contractors who receive the price of the job less ten per cent less two per cent. insurance. All loads are covered by a floating policy at up to £2,500 per week with liberty to increase on declaration.

In view of the great electrical developments that have taken place in all parts of the country, M.R.S., Ltd., handle much of the transport of drums of electric cables. Where the work is of good continuity, a traction engine with crane attachment is dispatched to the site to unload the drums of cable from the multi-wheeled lorries. As to operating costs of the Scammell lorries, the average approximate details are given, based on experience over a long period:—Drivers and assistants wages, £8 10s.;



ONE OF THE TRACTION ENGINES FITTED WITH A CRANE TO ASSIST IN LOADING AND UNLOADING OPERATIONS.

drivers and assistants bonus, £3; tax and insurance, £1 10s.; repairs and maintenance, £3; tyres (six wheelers), £3; tyres (eight wheelers), £3 5s.; drivers expenses, £3; oil and petrol (when the vehicle is earning £10 per day), £9; depreciation 20% per annum, £6 5s.

Perhaps it should be necessary to explain here that the maintenance department observes the same high standards of efficiency as the traffic department. By operating a fleet of uniform types of machine, the interchangeability of parts when necessary, is considerably facilitated. M.R.S., Ltd., ideal is to get a full day's work from every unit they employ, and consequently adopt the unit system of repairs and maintenance. Spare engines, gearboxes, axles, wheels, etc., are always available for changing over immediately should any of these units fail. A spare engine can be fitted to replace one now installed in about five hours. Thus no earning time on the lorry is wasted. Work proceeds on the old engine in the repair shops whilst the lorry is working and earning.

Overhead expenses are allowed for at about £5 per machine per week which is considered ample, having regard to the size of the fleet and the big quantity of traffic handled by hired vehicles. It is the policy of M.R.S., Ltd., to renew the Scammells after three years work. They do all their own repairs and maintenance, and each of their own lorries is reconditioned after about 18 months service. The chief garage, where all maintenance work is done, is situated in Lightbody Street where is installed a modern plant of machinery suitable for executing any class of repair work —to engines, chassis bodies, etc.

Members of the maintenance staff have at their call a group of nine private cars so as to be able to promptly render assistance if any of the revenue earning machines encounter trouble on the road.

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National Traction Engine Owners' and Users' Association.

A HAPPY feature of the Annual General Meeting of the National Traction Engine Owners' and Users' Association, held at the Agricultural Hall, on December 12th last, was a presentation made to Major G. W. G. Allen, M.C., M.Inst.T., the Chairman of the Association.

The first business was the election of the President, Rt. Hon. Viscount Brentford, P.C., this being carried with acclamation after eulogistic speeches by the proposer and seconder. Mr. John Allen, O.B.E., J.P., was unanimously re-elected Vice-President, and a fine tribute was paid to his great services to the trade. The Vice-Chairmen, Messrs. N. E. Box, F. M. Elgar, J. Falconer, N. H. Gotobed and G. Thurlow were re-elected, and the Committee was re-elected with the addition of the names of Mr. A. R. Oliver and Mr. A. D. Currie.

Viscount Brentford, who received an enthusiastic reception, rose to present a magnificent rosebowl to Major Allen for his splendid services to the Association as Chairman, and particularly for his work in giving evidence before the Royal Commission on Transport. In doing so, Lord Brentford said that he had been fighting their battles in the House of Lords, and he had to get back at once as the Road Traffic Bill commenced its committee stage that afternoon. Major Allen expressed his thanks for the beautiful gift in a few well chosen words. After Lord Brentford had left Major Allen proceeded to enlarge on matters mentioned in the report which has engaged the attention of the Committee during the past year.

In the Report for the year ending 30th September last, which was adopted, it is mentioned that the past year had been an important one, and a number of matters of very great interest to Members had come before the Committee.

It was satisfactory to note that in the First Report of the Royal Commission on Transport, some of the most important of the suggestions put forward by the Association had been accepted, and some very important points gained, and the Committee felt that the grateful thanks of the Association were due to Major Allen for the excellent work he had done on behalf of the Trade generally. He had given much time and thought to the preparation and giving of his evidence before the Commission, and there was no doubt that it was bound to influence the new draft of the Road Traffic Bill greatly to the benefit of Members of the Association.

The Ministry of Transport had issued new regulations with regard to excessive noise, and the Committee desired to draw the attention of Members to those regulations, copies of which could be obtained from the Secretary, and they would recommend that all possible care should be used to prevent unnecessary and excessive noise.

The Bridges Act, 1929, was now on the Statute Book. The Committee had for many years taken a leading part in urging that fresh legislation was necessary on this subject, and whilst the Act did not go so far as they could have wished, it was welcomed as a measure intended to assist in improving the very unfair and unsatisfactory conditions which existed. The Act, however, made no mention of Level Crossings or Bridges *over* roads (with their consequent question of headroom). The Committee, therefore, decided to send out a circular letter to all Members, asking them to send in a list of such level crossings, and of bridges over roads, in their districts, so that a full list might be prepared for use at an opportune date.

The Committee would be grateful if Members would do all they could to render as complete and accurate reports as possible, when they were called for. Questionnaires were sent out on rare occasions, and only when it was essential that the full facts asked for should be known so that their representatives might, on behalf of members, put the most complete evidence before the authorities with whom they might be negotiating. The Committee hoped to press these matters forward during the forthcoming year, but they could not do so without the necessary detailed information.

On the 21st July last, a Member was conveying a heavy load (a transformer) from Walton-on-Thames to the neighbourhood of Banbury, when the engine skidded on Overthorpe Hill, and the load turned completely over, killing the steersman and seriously damaging the transformer and whole plant. The engine and trailers were rubber tyred, and had the latest improvements with regard to brakes, etc., but owing to the very slippery state of the road, the engine skidded down the hill. Other cases of similar accidents had been brought before the Committee, who had felt that it was time something should be done, and they were now in communication with the Minister of Transport in an endeavour to get some action taken as to the making of better roads that would withstand the heat, and damp weather. It was very often a question of efficiently gritting the roads, but in many cases Surveyors did not carry out the recommendations of the Minister of Transport.

Owing to a communication received from the Minister of Transport, the Committee had carefully considered the question of fitting spark arrestors to all engines; at the present time there was no specific Act of Parliament which stated that a spark arrestor must be used. If an engine caused a fire whilst it was travelling on the highway, it was no excuse for the Owner to say that his engine was fitted with a spark arrestor, and the Owner was liable for the damage caused by the fire. The Committee issued a circular letter warning Members that it would be wise to have a spark arrestor fitted, either in the smoke box, or on the chimney. Their reason for doing this was that a good many fires had been caused by sparks during the recent dry summer, and they considered that in so far as was possible the Owners of Locomotives were in duty bound to prevent such fires and inconvenience to the public.

The prices for Threshing, etc., prevailing in the different Districts for the 1929/30 Season, did not vary much from those of last Season.

In Parliament.

Traffic Signals. Major Glyn asked the Secretary of State for the Home Department what steps were now being taken, or were about to be taken, in the Metropolitan Police area to introduce automatic traffic signals; when legislation would be introduced in order that proceedings might be taken against persons who did not obey such signals, and thus make it possible to effect a reduction in the number of Metropolitan police on point duty; how many police constables were to-day so employed; and what was the total cost of these officers in pay and allowances? **The Under-Secretary of State for the Home Department** (Mr. Short), replying, said that the Minister of Transport, after consultation with the London Traffic Advisory Committee, had in hand arrangements for an experimental installation of traffic signals in a portion of Oxford Street, and a provision as to disobedience to the indications of traffic signals was included in Clause 45 of the Road Traffic Bill now under consideration in another place. The number of constables employed on traffic duty in the Metropolitan police district in a recent week was 1,423, including about 1,100 authorised for permanent point duty. The average annual cost per constable was about £320 without making any allowance for relief for sickness, etc.

Dazzling Headlights. Mr. Ormsby Gore asked the Minister of Transport whether he would request the Department of Scientific and Industrial Research to furnish him with a further report on the most modern devices and controls tried or adopted in different countries for dealing with the problem of dazzling headlights on road vehicles in time for publication before the House of Commons was asked to deal with the Road Traffic Bill? **The Minister of Transport**, in reply, said that so far as he was aware, the elimination of dazzle had not been the subject of investigation by the Department of Scientific and Industrial Research. The problem involved practical as well as scientific considerations and the technical officers of his Department were in constant touch with all modern developments. The Road Traffic Bill did not deal with the lighting of road vehicles, which was covered by the Road Transport Lighting Act, 1927, and he was considering the advisability of making a regulation under that Act.

Parking Places in London. Mr. Hall-Caine asked the Minister of Transport if he would consider extending the time at present allowed on parking places in the West End of London? **Mr. Herbert Morrison** said he saw no reason for extending the time at present allowed on parking places in any part of London. **Mr. Hall-Caine:** Is the hon. Gentleman aware that there is garage accommodation for only about a quarter of the vehicles that use the West End of London and that want to park, and that even when they do go into garages, the price is exorbitant for the poorer man? **Mr. Morrison:** With regard to the first part of the question, I am not satisfied, on the information before us that that is the case. In any case, we have to have some cognisance of the danger of our spending large sums of public money on street widenings and then having them, in turn, turned into free garage accommodation.

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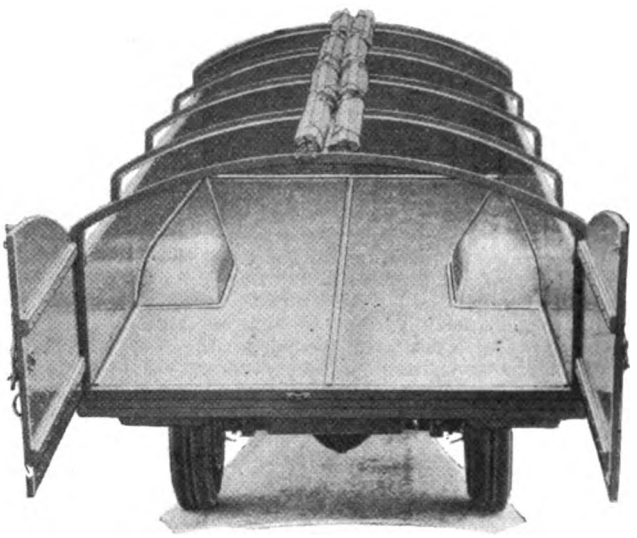
The Vulcan 30-cwt. "Stoke" Low Loader.

THE outstanding feature of the new Vulcan "Stoke" 30-cwt. tipping wagon, is its exceptionally low loading height, this being 26¾ in. only, with wheels shod with pneumatic tyres or 27½ in. in the case of solid tyres. The vehicle is built to the design of Mr. Totty, the assistant Cleansing Superintendent of Stoke-on-Trent, in collaboration with the Vulcan Motor and Engineering Co. (1906), Ltd., Crossens, Southport. It should also be noted that the low loading height is not obtained by fitting wheels of small diameter, the wheels are, in fact, of normal diameter. If solid tyres are fitted, the sizes are 720 m.m. by 90 m.m., single front, twin rear, on disc wheels, and in the case of pneumatics, Goodrich s.s. tyres, 32 in. by 6 in., single front, twin rear, are fitted, also on disc wheels.

Power is transmitted through a fabric-lined clutch to a four speed gear box, the top gear giving a speed of 15 m.p.h. at 1,000 r.p.m. engine speed.

From the gear box, power is transmitted through a tubular propeller shaft with flexible joints, to the overhead worm driven rear axle. Both brakes operate on large diameter drums on the rear wheels, and are of the internal expanding

THE VULCAN "STOKE" 30-CWT. LOW-LOADER.



SHOWING THE WHEEL ARCHES OVER NORMAL SIZED WHEELS MENTIONED IN TEXT.

The advantage of having normal sized wheels is that they allow the speed of an ordinary truck, and thus considerable time is saved in travelling to and from the dump.

The chassis is designed to carry a net load of 30 cwt. when fitted with a general purpose body of approximately 12 cwt. and the total unladen weight is then under 2 tons. The engine is a four cylinder monobloc casting, 85 m.m. bore, 130 m.m. stroke, R.A.C. rating 17.9 h.p. The head is detachable, and lugs are provided for lifting purpose. The cylinder block is secured to the aluminium crankcase by the main bearing bolts, which extend through the case. The camshaft and magneto are driven by a silent chain arranged as a triangular drive from the crankshaft pinion. Provision is made for adjustment externally under running conditions, for wear and stretch, by a jockey pulley running on large diameter ball bearings. A gear type pump submerged in the sump supplies oil under pressure to the main bearing big ends, cam shaft bearings and chain drive.

type. The road wheels are mounted on roller bearing hubs. Steering is by worm and wheel.

The dimensions are as follows:—wheelbase, 9 ft. 8 in., track—front 5 ft., rear 4 ft. 8 in., dash to centre of rear axle, 11 ft. 5 in., overall width, including wings, 5 ft. 8 in., dash to end of frame, 15 ft. 1 in., length overall, 16 ft. 3 in., turning circle, 36 ft. The equipment includes two electric head lamps, two electric side lamps, electric tail lamp, speedometer and electric horn.

This chassis is particularly suitable for refuse collection, and for this purpose it may be fitted with a steel lined end tipping body, incorporating the Edwards hydraulic tipping gear. The normal sized wheels necessitate wheel arches, which are tapered towards the front end, to avoid material lodging behind them when the body is tipped. The body holds 7 cubic yards. It is provided with angle iron hoops which carry roll-up canvas covers. The general arrangement may be gathered from the accompanying illustrations.

Pedestrians and the Road Traffic Bill.

A DEPUTATION from the Pedestrians' Association was received by the Minister of Transport, on 10th December, on the subject of the Road Traffic Bill, with special reference to accidents involving pedestrians.

The deputation expressed their strong objection to the proposal to abolish the speed limit for light cars and to the proposed limits in the case of other classes, which they considered too high. They did not consider that the provisions as to dangerous driving were a sufficient safeguard.

They also pressed for the construction and maintenance of suitable footpaths at the sides of all roads, and urged that grants from the Road Fund should only be made where the highway authority were prepared to make such provision for the safety and comfort of pedestrians.

Other points raised were the desirability of dealing with the problem of dazzling head-lamps and of ensuring the use of adequate and efficient brakes.

The deputation referred to the desirability of co-ordination between the various users of the road, and suggested the formation of a council of representatives of the various organisations interested to keep road problems under friendly review.

The Minister welcomed the formation of the Association and thanked the Deputation for placing their views before him in so fair and reasonable a spirit. He promised that they should receive careful consideration. He explained that the whole question of speed limits and dangerous driving was full of difficulty. They could rest assured, however, that his objects were identical with theirs, they only differed in their opinion as to which was the best method of attaining that end, namely, greater safety for all users of the road. With regard to headlights, he referred to the provisions of the Road Transport Lighting Act, 1927. As to footpaths, he claimed that the Ministry, under its general powers, were already doing all that the Deputation had asked; he admitted that in some cases the footpaths were not in as good a state as might be desired, but if any instances were reported to him he was always prepared to press the highway authority to take any necessary action. In conclusion, he said that in the event of the Association becoming really representative, he would give consideration to the question of consulting them in matters affecting pedestrians.

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Transporting Priceless Works of Art.

QUITE recently art lovers were startled by the announcement that a Van Dyck masterpiece had been stolen during transit from Brussels to London. When the case arrived in London and was opened it was found that the picture had been cut cleanly from its frame. This news followed closely the good tidings that 800 masterpieces of Italian Painting had been safely delivered at Burlington House, where they now comprise the greatest art show ever seen.

Knowing that Van Oppen & Co., Ltd., the well-known international and overseas shipping and forwarding agents, whose chief office is at 90-91 Bartholomew Close, London, E.C.1, specialise in the transport of art treasures and were entrusted with the collection and delivery to the Royal Academy in London of many of these masterpieces, we called on Mr. W. H. Brothers, the firm's international removals manager. "Of course," we said, "you were not in charge of the transport arrangements in connection with this missing picture." Mr. Brothers smiled: "Of course we were not," he replied, "and if the picture had been dealt with in the same way as we pack and carry all pictures entrusted to our care it would have been delivered safely in London. We have had lift vans specially constructed for this class of work and the pictures are securely packed in zinc-lined cases by expert packers. The cases are placed in the vans which are then locked and sealed. The pictures are kept under our constant observation from the time they are handed over to us by the owners until they are safely back in their custody."

THE EXHIBITION OF ITALIAN ART.

In October last, Major A. A. Longden, D.S.O., the Secretary-General, informed Van Oppen & Co., Ltd., that in view of the satisfactory services rendered by them in connection with previous international art exhibitions the Committee had decided to appoint them the official agents for the collection and delivery to the Royal Academy in London of Italian paintings for the great Exhibition now in progress, and at the close of the Exhibition to return the pictures to their owners.

The firm were responsible for collecting the pictures from all European countries, with the exception of those in Italy, for the transport of which the Italian Government made themselves personally responsible. All the pictures were collected by the firm, packed and delivered safely to the Royal Academy. As far as possible the pictures were assembled at various points, and there placed, after packing in cases as above, in the specially constructed lift vans, but where this was not possible specially protected cases were made. The collection and transit of the pictures necessitated Van Oppen & Co., Ltd., having to enter into negotiations, simultaneously, with H.M. Customs, The Port of London Authority, steamship companies and railway companies, and, as can be readily understood, before these treasures were handed over to Van Oppen & Co., Ltd., the firm had to give absolute assurances to the owners of the pictures as to the routes to be taken and methods to be employed to ensure safe carriage. The time available to the firm for delivering some of the pictures to the Academy was very short. Some pictures were collected from the Louvre on a Thursday night, loaded into a van and delivered to the Academy in London on the Saturday morning. Customs regulations of the various countries had to be carefully observed, and the last consignment of pictures was delivered to the Academy only one hour before the time of opening for the press view.

As in the case of previous exhibitions, the Port of London Authority waived port rates and agreed to charge a specially low rate for dock dues. H.M. Customs arranged for an officer to be in attendance as and when required so that the vans could be conveyed under seal and the seals broken only upon arrival at the Royal Academy and in the presence of the exhibition authorities. The steamship companies and dock companies showed their public spirit by agreeing to convey these works of art at nominal rates, and without such co-operation it would be difficult, if not impossible, to hold such exhibitions and the public would be deprived of the opportunity of seeing such a wonderful collection.

Van Oppen & Co., Ltd., inform us that they offered to loan to the Italian Government their well-known lift vans, constructed specially for the transport of pictures, in which to pack the pictures coming from Italy, but in view of the dimensions of some of the pictures, statuary, etc., the Italian Government preferred to have vans specially constructed on the spot.

The firm made special arrangements to send a courier to Madrid to collect and convey a picture 20 ft. long and 9 ft. high belonging to H.M. The King of Spain, but the Committee, after carefully considering the matter, had to reluctantly relinquish the idea of bringing this enormous picture to London.

THE ENGLISH ART EXHIBITION IN BRUSSELS.

Van Oppen & Co., Ltd., were entrusted also with the work of collecting in this country, transporting to Brussels and returning to this country, the pictures for the historical exhibition of English art which opened in the Musee Moderne in October last and closed in December.

All the pictures were taken out and back without mishap or accident of any kind, and this in spite of the very bad weather which prevailed towards the end of December when the pictures were returned to this country. The firm might have hesitated to bring such valuable pictures home during the recent gales, but a promise had been given that the pictures would be returned to their owners by Christmas and distribution had to be made from the Royal Academy, London, at a time when the Italian pictures were already commencing to arrive.

Here again the firm's specially constructed lift vans were used. The pictures were collected from all over this country, assembled at the Royal Academy, packed and despatched to Brussels. After the Exhibition they were re-packed at the Musee Moderne. The Exhibition closed on a Sunday and the first consignment home had to be got ready on the Monday and despatched on the Tuesday, and upon arrival at the Academy they were checked and re-distributed to their owners.

Before leaving Brussels the lift vans were sealed in the presence of a Belgian Customs Officer, whilst a British Customs Officer attended at the Royal Academy to break the seals. Every courtesy was shown to the firm by the British Customs Authorities, and once more the Port of London Authority generously agreed to forego port rates in order to assist this important exhibition of British art.

The arrangements in Brussels were made and carried out by Van Oppen & Co., Ltd., in conjunction with their correspondents La Continentale Menkes, Brussels, whose expert packers assisted the staff sent from England.

Mr. Brothers personally conducted each van, both out and home, and superintended the stowage in the ship by special arrangement with the steamship company. In spite of all difficulties Van Oppen & Co., Ltd., adhered rigidly to the programme laid down by them.

New Road Milk Expresses.—A new type of express milk-tank lorry, for the fast conveyance of milk in bulk by road over long distances, is being tried experimentally by United Dairies. The new tankers, which are glass-lined, have six-wheels fitted with pneumatic tyres. Their capacity is 2,000 gallons, which is 500 gallons greater than that of the four-wheelers with solid tyres, introduced a few years ago into this country by United Dairies, of which the company now possesses a large fleet. The weight of the vehicles unladen, is 8 tons, 3 cwts. and their engines are of 40/60 h.p. Painted on the circular back plate of each of the new tanks is a reproduction of a large pictorial poster issued by the firm.

British Industries Fair. — In order to assist motorists visiting the British Industries' Fair, Birmingham, which takes place between February 17th and 28th, the R.A.C. has prepared a leaflet containing specially compiled maps indicating the approach roads from the surrounding towns and a recommended route encircling Birmingham, which avoids the heavy traffic in the centre of the city. Details of a route by which the Fair can be reached from Central Birmingham without traversing traffic-congested streets are also given. Copies of this leaflet can be obtained from the Midland Office of the Club, County Chambers, Corporation Street, Birmingham, or from the R.A.C., Pall Mall, London, S.W.1.

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Correspondence.

The Editor is not responsible for the views expressed in letters appearing under this heading. No letter will be inserted unless accompanied by the name and address of the writer, not necessarily for publication, but as evidence of good faith.

50 YEARS WITH STEAM ROLLERS.

To the Editor of THE WORLD'S CARRIERS.

SIR,—An interesting ceremony was performed at Rochester the other day, when gold watches were presented by the chairman of Aveling & Porter, Ltd., to 16 men who had been in the firm's service for 50 years or more. The steam roller has been such a familiar sight to most of us from our youth upwards that it comes as rather a shock to realise that these men have seen it develop almost from its inception, 62 years ago. Theirs has been the interesting experience of watching its evolution right from its first crude and cumbersome form which caused such consternation amongst horses and made the famous "Invicta" so apt a trademark! How little did the horse in those days realise that the engine which scared him so much was really a good friend—saving him many a lame foot, for until the late Mr. Thomas Aveling invented the steam roller, roads were made up by throwing down quantities of loose stones which were levelled out by passing traffic—a cruel proceeding for the animals which had to share in this duty.

The first steam roller was an enormous affair with the funnel between the back rollers, a huge front roller, a platform at axle height on both sides, and the driver stood on one side steering the machine with a large wooden wheel like the helm of a ship. In 1880, the steam roller had changed its form, and resembled a traction engine with rollers instead of wheels, and since the front rollers had to be tucked away under the smokebox, they were, according to modern ideas, ridiculously small. The saddle bracket and large front roller were introduced later, when the "Aveling" roller took on a shape similar to that of the present highly efficient machine.

These 16 men have also seen the introduction and development of the Aveling Diesel Roller, which is equipped with the slow-speed Blackstone engine, and has proved so economical and reliable.

In the course of their lives they have assisted in the construction of thousands of steam rollers, and hundreds of diesel rollers. The products of their labours have gone into many distant lands. Half a century ago the U.S.A. was one of the firm's best customers, and even to-day, Aveling & Porter rollers are working in many American cities. There are still a few American dependencies from which the British rollers have not been shut out by high tariffs, and these are still taking the firm's machines.

Iceland is a country not usually associated with the use of road rollers, but several Aveling and Porter rollers are working there, whilst at the opposite end of the earth, hundreds have been sent out to Australia and New Zealand.

The firm's rollers are a familiar sight miles up country in China, in India, and Africa, as well as in America and Europe. It is almost impossible to name a country, or even island of any size, where Aveling & Porter rollers cannot be found.

In War time, as well as in peace, the firm has played its part. Even in the Russo-Turkish war, Aveling traction engines were used for hauling heavy guns, and again in South Africa, they were employed on similar work. During the European War, many rollers carried, besides "Invicta" (which means "Unconquerable"), the devout wish, in chalk, "Roll on Duration."

The high regard in which Aveling and Porter rollers are held in all parts of the world, is due largely to the conscientious work of these veterans and their fellow workers, and enterprising pickpockets may be interested to learn that there are a number of men in the running for further gold watches, for, besides the 16 men with 50 years service, there are 19 with between 40 and 50 years service, 52 between 30 and 40 years, and 58 between 20 and 30 years—a total of 145 long service men—a fine record.

Yours faithfully,
AGRICULTURAL & GENERAL ENGINEERS, LTD.,
W. H. TEMPLE,
Publicity Department.

Aldwych House,
Aldwych, London, W.C.2.
6th January, 1930.

CANALS AND ROAD CONGESTION.

To the Editor of THE WORLD'S CARRIERS.

SIR,—There seems to be a possibility that the Government, in its anxiety to promote labour-absorbing development schemes, will concentrate on the roads and railways, and overlook the fact that the simultaneous development of our inland waterways is a necessary part of any sound scheme of transport improvement.

I have failed to observe, in the recent references to canal development, any practical suggestions for giving complete or partial effect to the recommendations of the Royal Commission on Canals and Inland Waterways, 1909, and so far as I can see, the Grand Union Canal Company's application for State assistance to increase the capacity of the London to Birmingham route is the only attempt so far made to exploit this great national asset on sound lines.

The present lack of co-ordination of our transport facilities, to which the Minister of Transport referred recently in the House of Commons, is, in my opinion, the chief cause of the chaos which exists on the roads of this country.

Why not then make greater use of our canals and inland waterways? They are ideal for the transport of heavy and bulky merchandise, such as coal, cement, iron, steel, timber, grain, oil and petrol.

Manufacturers and merchants who now send their raw materials and finished products by canal, not only help to relieve traffic congestion elsewhere, but effect considerable savings in transport costs—as much as from 5d. to 3/- a ton, according to evidence recently given before the Royal Commission on Transport.

Yours faithfully,
JOHN R. REMER.

House of Commons.
November 27th, 1929.

New Year Gifts.

WE acknowledge with thanks, New Year souvenirs which we have received in the form of calendars, diaries, memo blocks, pocket books, etc., from a number of readers and advertisers. These include:—

Wensley, Ltd., 68 Severn Grove, Cardiff.

Atlas Express Co., Ltd., 86 to 92 College Street, Aberdeen.

Trojan, Ltd., Purley Way, Croydon.

Walter Gammons, Ltd., 65/6 Basinghall Street, London, E.C.2.

John I. Thornycroft & Co., Ltd., Thornycroft House, Smith Square, Westminster, S.W.1.

The D.P. Battery Co., Ltd., Bakewell, Derbyshire.

Pennsylvania Railroad.

George Baker & Sons, Ltd., Hampton Park Works, Southampton.

P. & O. and British India Steam Navigation Companies, 122 Leadenhall Street, London, E.C.3.

Duff & Sons, 22 and 25 St. George's Road, Wimbledon.

Henry Green & Son (Haulage Contractors), Ltd., Rifle Street, Poplar, E.14.

Chloride Electrical Storage Co., Ltd., Clifton Junction, near Manchester.

Parry, Leon & Hayhoe, Ltd., Exploration Buildings, Commissioner Street, Johannesburg, South Africa.

Sentinel Waggon Works, Ltd., Shrewsbury.

Harvey Frost & Co., Ltd., 148/150 Great Portland Street, W.1.

Associated Equipment Co., Ltd., Windmill Lane, Southall, Middlesex.

Lancashire United Transport & Power Co., Ltd., Atherton, Lancs.

McNamara & Co. (1921), Ltd., 3 Hill Street, E.C.2.

Fodens, Ltd., Sandbach, Cheshire.

Travellers Insurance Association, Ltd., 26 Cannon Street, E.C.4.

Raybestos-Belaco, Ltd., Central House, Kingsway, W.C.2.

Daylight Fogs and Motor Lights. — The Automobile Association suggests that motorists should light their lamps during fogs in day time. Although the lights may not be of much assistance personally, they will indicate the location of vehicles to other road users.

Change of Address. — The London address of A. C. Wells & Co., Ltd., engineers and merchants, of Carnarvon Street, Cheetham, Manchester, is now at 4 Bradley's Buildings, White Lion Street, Islington, London, N.1. The phone number is North 1992.

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Publications Received.

THE SHIPPING WORLD AFLOAT AND ASHORE. — Compiled and Edited by John A. Todd, M.A., B.L. (Sir Isaac Pitman & Sons, Ltd., Parker Street, Kingsway, W.C.2. Price 7/6 net.) This is a survey of the world's shipping, founded on lectures delivered at the City School of Commerce, Liverpool, of which School Mr. Todd is the Principal, and the book covers such matters as the ship, the engines, ship operating, trade routes, the shipbroker, passengers and emigrants, shipping office organization, owners' and employees' organizations, navigation, salvage, ports and harbours, coasting and inland transport, warehousing, and cold storage. Mr. Todd in the preface explains the main purpose of the work. He points out that the Liverpool School of Commerce has, since 1924, been experimenting in the provision of special courses for men engaged in the two chief trades of the locality—cotton and shipping, and in connection with these courses summaries of the lectures were prepared for the students. The lectures attracted so much attention that it was thought desirable to bring them all together in book form. The work of compiling and editing the summaries has been done by Mr. Todd, but in every case the text was submitted to the original lecturer, and for this supervision, as well as for permission to use the material, the compiler says he owes a very real debt to the lecturers. The object of the lectures was to give young men in every section of the shipping trade some notion of the work which they have never seen, but all of which, directly or indirectly, affects their own work. The increasing sub-division and specialisation of all branches of commerce, says Mr. Todd, make it impossible for any man to acquire direct experience of more than a very few branches of even his own trade, and it is, therefore, all the more necessary that he should have opportunities outside of his own office experience to learn something of these other branches and their place in the organisation of the trade as a whole.

CANALS AND INLAND WATERWAYS. — By George Cadbury, Managing Director of Cadbury Bros., Ltd., and Chairman of the Severn and Canal Carrying Co., Ltd., etc., and S. P. Dobbs, B.A., formerly Lecturer in Economics in the Universities of Toronto and Sheffield. (Sir Isaac Pitman & Sons, Ltd., Parker Street, Kingsway, W.C.2. Price 7/6 net.) The question of developing the canals in this country has lately been well to the fore, and on behalf of the Federation of British Industries and the National Union for Inland Waterways, Mr. Cadbury gave evidence recently before the Royal Commission on Transport and placed before them proposals for the economic development of our canals. In this book a most interesting description is given of the British canals and of the place filled by inland water transport in the national system Useful comparisons are drawn between canal transport on the Continent and in this country, and the future of British canals is hopefully discussed. In a foreword, Mr. Cadbury points out that the subject of canals is one that has been much misunderstood of recent years and there are comparatively few who appreciate the commercial existence or legitimate sphere of usefulness of the inland waterways, which penetrate to the very heart of the country. By those who study transport in its many forms, says Mr. Cadbury, canals are still found to have valuable functions; friction is reduced to a minimum, while wear and tear of the rolling stock hardly exists. It is, therefore, not surprising to find that waterways still provide the cheapest method of moving goods in bulk, and even in the matter of speed, with modern power-driven boats the time taken is not greatly in excess of rail carriage except by special express goods services. The preface to the book is written by the authors jointly. The following subjects are dealt with:—Canal Construction in Great Britain (1755-1830); Organisation and Finance of Early Canals; Economic and Social Effects of Canals; Railway Competition 1840-1905); Canal Construction and Maintenance; The Operation and Organisation of Canal Traffic; Canal Finance; Some Leading Inland Waterways; Foreign Waterways; Canal History since 1906; Rail and Road Competition, and The Future of British Canals. The book is excellently illustrated and well indexed.

SHIPPING DOCUMENTS (Second Edition).—By A. J. Hodgson, M.A. Camb., LL.B. Liverpool, Barrister-at-Law. (Effingham Wilson, 16, Copthall Avenue, London, E.C.2. Price 5/-.) In this new Edition a note dealing with the judicial interpretations since 1925, re the Carriage of Goods by Sea Act, has been added. A further note on the practice of issuing clean Bills of Lading for damaged cargo against a shipper's indemnity follows the text of the Bills of Lading Act, 1855, in Appendix III. These and other additions and amendments add to the utility of the book, (a) as an outline guide to those engaged in overseas trade, (b) as an index to the material Statutes and decisions of the Courts.

GERMAN TRAVELLING COMPANION. — By R. Lusum, Ph.D., Professor of Languages at the Regent Street Polytechnic, London. (Effingham Wilson, 16, Copthall Avenue, London, E.C.2. Price 2/-). This is a new handybook for the tourist and business man. Dr. Lusum is the author of several works on modern languages, for students of German, French, and Spanish, and his "Travelling Companion" has been arranged on practical lines, resulting from experience of actual needs of the present day. The German alphabet is explained with its phonetic pronunciation, all the most important phases of a journey by train, or a stay in the country, are taken into account, a vocabulary of about seven hundred words and phrases is given, and the appendices include tables of weights and measures, and German, English and American money equivalents. Altogether, this will be found a useful pocket vade mecum for the traveller.

GERMAN COMMERCIAL CORRESPONDENCE.—By R. Lusum, Ph.D., German Lecturer to the Regent Street Polytechnic, London. Effingham Wilson, 16, Copthall Avenue, London. E.C.2. Price 3/-). The rapidly reviving interest in the study of the German Language in commercial circles makes opportune the publication of this new business work by Dr. R. Lusum. As German Lecturer to the Regent Street Polytechnic, London, Dr. Lusum has a high reputation and is already author of numerous books on language subjects. His new "German Commercial Correspondence" contains more than 1,200 business terms and phrases. Exercises are set on many kinds of letters, which will prove invaluable to the young foreign correspondent. Every chapter is introduced by a short German text explaining the nature, and giving the general contents of the various kinds of letters occurring in commercial transactions. A German letter is followed by an English letter of the same kind followed again by the outlines of German and English letters to be made up into proper German letters, thereby giving the student a certain latitude of expression and encouraging him at the same time to think independently and to have confidence in himself. All letters and outlines are followed by a vocabulary.

Institute of Transport.

Water Transport Premium, 1929-30.

CONTRIBUTIONS are invited by the Institute of Transport in competition for the Water Transport Premium donated by the Dock and Harbour Authorities Association.

The premium, in the form of a gold medal, will be awarded for the contribution adjudged first in order of merit by the referees, on the following subject, viz.:—

> "Causes of and precautions against, congestion at ports, with special reference to the best methods of preventing congestion of traffic at ports."

The right is reserved to withhold the award if, in the opinion of the referees, acting on behalf of the Institute and the Association, none of the contributions submitted attains a sufficient standard of excellence.

A competitor must be a member of the Institute and/or of the staff of an Authority affiliated to the Dock and Harbour Authorities Association.

Contributions, which must not exceed 10,000 words, exclusive of tables, must be typewritten and submitted in triplicate, and must be delivered to the Secretary of the Institute of Transport, 15 Savoy Street, London, W.C.2, not later than June 30th, 1930. Each author must write under a *nom-de-plume* and enclose with his contribution his full name and address in a separate sealed envelope which must be endorsed with the *nom-de-plume*.

References to books, pamphlets or articles, etc., must be accompanied by explicit particulars thereof, to facilitate ready reference, and any extracts from other works must be shown by quotation marks, and their sources indicated.

The decision of the referees will be final and binding and will be notified to competitors not later than October 30th, 1930.

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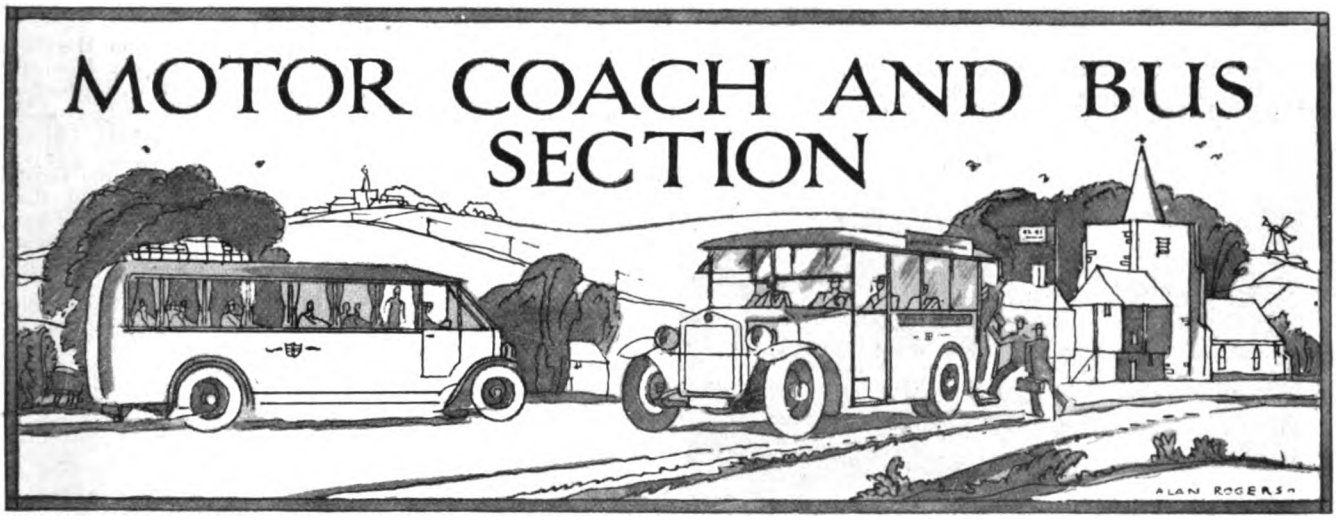


Omnibus Developments in the Counties of Gloucester, Monmouth and Hereford.

CONSIDERING the scattered character of the population of the counties of Gloucester and Hereford, and also the eastern portion of Monmouthshire, it is remarkable how the motor omnibus services have been developed during the past seven or eight years, until practically every main road and by-road of any importance has a regular service of omnibuses, if not daily, at least on those days which are important to the would-be traveller of the districts served, that is, the market days of the nearest large town.

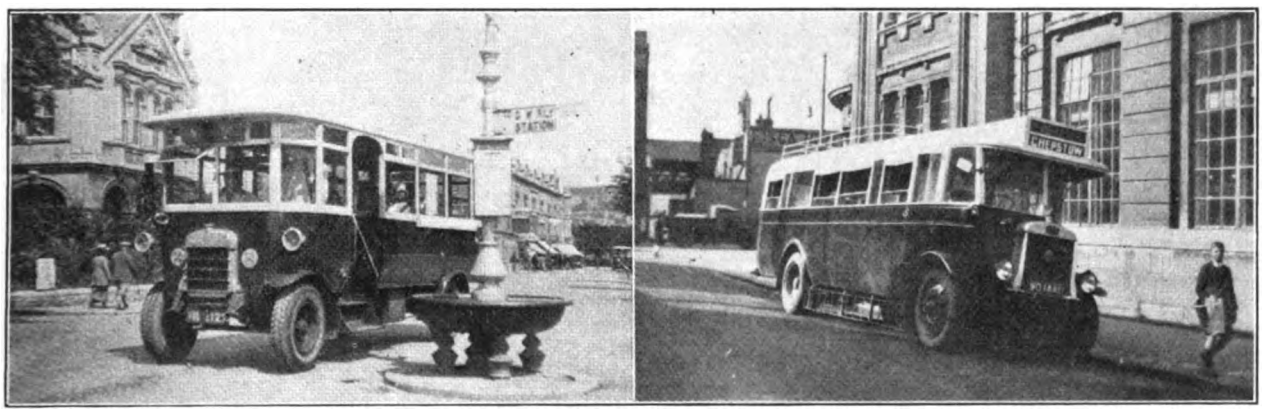
The volume of traffic on market days in these rural parts, constitutes in effect, the "peak load" period, and presents difficulties of its own to be dealt with by the bus operator, as it is often even more concentrated as regards time than the "rush-hour" traffic of the big cities and towns, and owing to the greater distances over which the passengers wish to travel, one vehicle cannot in most cases make two remunerative journeys over a given route.

Thus, it is found that nearly all special market day buses leave the towns shortly after the market is finished, for all destinations, and consequently a number of buses are kept by each concern specially to deal with this traffic. With larger concerns, the extra buses required are concentrated on one town one day, and another town the next day, this enabling the vehicles to be kept in constant employment.

The most important concern serving practically the whole of the area under review is the Red and White Services, Ltd., this concern being a combination of several other bus and coach companies previously operating separately, chief among them being The Hereford Transport, Ltd. "Gloster" (Red and White) Services, the South Monmouthshire Motor Co., Ltd., The Valleys Motor Bus Services, Ltd., and the Valleys (Ebbw Vale), Ltd. Headquarters of this concern is now at Lydney, Gloucestershire, main branch depots and offices being situated at Hereford, Monmouth, Gloucester, Abergavenny, Aberbeeg, Rhymney Bridge and Tredegar, etc., sub-depots being situated at strategic points for convenience of garaging vehicles in the various districts.

Altogether, there are now some 60 different routes which radiate chiefly from Hereford, Monmouth, Chepstow, Gloucester and Newport to Usk, Ross, Hay, Glasbury, Coleford, Lydney and Abergavenny, Pontypool, Abertillery, Tredegar, and the intervening towns and villages.

A number of special services operate from Hereford, Abergavenny and Monmouth on the respective market days at those places.



LEFT: 20-SEATER "BRISTOL" 2-TON TYPE, OPERATED IN FOREST OF DEAN, ETC., BY THE BRISTOL TRAMWAYS AND CARRIAGE CO., LTD. RIGHT: FISHER'S SERVICE—LEYLAND LION 32-SEATER.

What might be termed "trunk" services, are operated from: (1) Hereford to Newport (Mon.), 46 miles; (2) Newport to Gloucester, via Chepstow, 45 miles; (3) Gloucester and Monmouth, via Nailbridge, 30 miles.

Other main routes intersect the above, such as: Abergavenny to Glasbury, and from there to Hereford, Abergavenny to Monmouth, and also to Ross and Hereford; Ebbw Vale and Abertillery, etc., to Usk; and Tredegar to Dowlais, Blackwood and Abertysswg, etc.

Another development of this company's activities is the introduction of a group of daily long-distance express services connecting up the Monmouthshire Valley, and Cardiff and Hereford with Oxford, Reading, London and Birmingham via Gloucester, the latter city being made the centre for changing vehicles for passengers travelling between places not having a through service.

Week-end services (daily during the summer) are also run to Bournemouth, Weston-Super-Mare, Torquay and Plymouth.

The total fleet now operating is over 150 strong, and is comprised mainly of 14-seater Chevrolets, 20-seater Albions ("Viking" model), 32-seater Albions (30/60 h.p. overtype), 20-seater Reos, Thornycroft, and International chassis.

The mixture of the fleet has been occasioned by the absorption of undertakings in the various districts served, these

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including Walkley's Transport Co., Lydney and Forest of Dean Services, and Blue Star Coaches, Ltd., and also the amalgamations to which reference has already been made.

The City of Hereford, which has a population of some 23,300 is also an important centre for the activities of the "Midland Red" Services, operated by the Birmingham and

CHEPSTOW BUS STAND.
LEFT TO RIGHT: A.E.C. "R.M.S." 26-SEATER; ALBION (20-SEATER), GLOSTER "RED AND WHITE" SERVICE; BRISTOL (20-SEATER), THE BRISTOL TRAMWAYS AND CARRIAGE CO.; THORNYCROFT (20-SEATER), FISHER'S SERVICES.

Midland Motor Omnibus Co., Ltd., this company running four or five services into Hereford daily, and also a local service in the city, and numerous other routes which operate on four or five days of the week, or on Wednesdays only, the Hereford market day. Leominster, Bromyard, Worcester, Ludlow, Eardisley, Hay, Gt. Malvern and Ross are served in addition to numerous villages and hamlets surrounding the towns enumerated, 48 different routes operating in the area.

The "S.O.S." type vehicles built by the company are, of course, exclusively employed, and have proved very popular with the public, and an economic proposition to the company, especially on the "thin" routes, which some years ago would have been ruled absolutely impossible.

Hereford is also served by the buses of the Hereford Motor Co., who run two short distance services from the city. The Blue Bus Service (owned by Mr. R. O. Darling, of Eardisley), runs his vehicles, A.E.C. 26-seaters, daily, and Mr. Yeoman, of Canon Pyon, operates Thornycroft Saloons between Weobley and Hereford.

At Monmouth and Gloucester, the services of the Bristol Tramways and Carriage Co., Ltd. are found, and daily services are run from Gloucester to Bristol, Evesham, Cheltenham, Nailsworth, Cinderford, Ledbury, Painswick, Ross and Hereford, Cirencester, Stroud, Wotton-under-Edge, and Chepstow.

From the last named picturesque historical town, other services radiate to Coleford, Ross, Monmouth and Lydney, and another route is run between Monmouth and Trellech.

All this company's vehicles are, of course, of their own manufacture, and on several routes, the 32-seater "Bristol" superbuses are now in service.

Chepstow, although having only a population of a little over 5,000, is quite a busy bus centre, and during the summer, large numbers of people visit the town and district.

In addition to the concerns already enumerated, the Great Western Railway Co., have taken over the "R.M.S." buses, previously owned by Mr. Rosser, of Usk. The services run from Chepstow to Monmouth, and Newport to Usk, Monmouth, Abergavenny and Pontypool.

Another concern, which employs Leyland "Lion" 31-seaters, and Thornycroft 20-seaters, is G. Fisher's service, of Penhow, a village situated about mid-way between Newport and Chepstow.

Between these two towns, two alternative routes are run—an hourly service on each being maintained daily, whilst an additional service is provided between Newport, Llanwern and Magor.

Another company operating the long distance type of service in this area, is Black and White Motorways, Ltd., of Cheltenham, whose vehicles maintain daily schedules as under:—London and Cardiff, via Gloucester and Chepstow; London and Hereford, via Gloucester; London and Ludlow, via Worcester; Birmingham and Bristol, via Gloucester. The Gloucester Corporation have also recently inaugurated a local motor-omnibus service within the city, with Vulcan saloon vehicles, further extensions being contemplated, including the abandonment of the existing tramways in favour of buses.

LEFT: ALBIONS (32-SEATER IN FOREGROUND) OPERATED BY GLOS., HEREFORD AND MON. (RED AND WHITE) SERVICES AT NEWPORT, MON. RIGHT: THE FAMILIAR "S.O.S." OPERATED BY THE MID LAND "RED" SERVICES, ON THE STAND AT HEREFORD.

Road Vehicles—Great Britain.

A RETURN has been issued by the Ministry of Transport giving particulars of the number of motor vehicles registered for the first time under the Roads Act, 1920, during the month of October, 1929. Copies (price 2/6d.) can be obtained from H.M. Stationary Office, Adastral House, Kingsway, W.C.2.

The return shows the number of each class of vehicle registered for the first time by each Licensing and Registration Authority analysed in detail according to various taxation scales, e.g., motor cars under headings of horse-power, goods vehicles under headings of unladen weight, hackney vehicles under headings of seating capacity, etc.

The number of new motor vehicles registered was 19,925 compared with 18,900 in October, 1928, the figures for the several classes being:—

	October, 1929.	October, 1928.
Cars taxed on horse power	9,853	10,425
Cycles	3,930	3,340
Hackney vehicles	557	595
Goods vehicles	5,105	4,135
Other vehicles	480	405
	19,925	18,900

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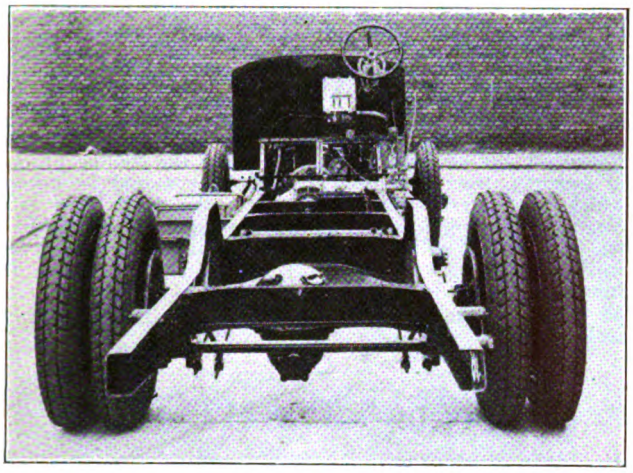
The Crossley "Hawk" Chassis.

THE "Hawk" chassis built by Crossley Motors, Ltd., Gorton, Manchester, is specially built for a 26-seater bus or coach body.

It is fitted with a four cylinder engine of 30/70 h.p. The



REAR VIEW OF THE 30/70 H.P. CROSSLEY "HAWK" CHASSIS.

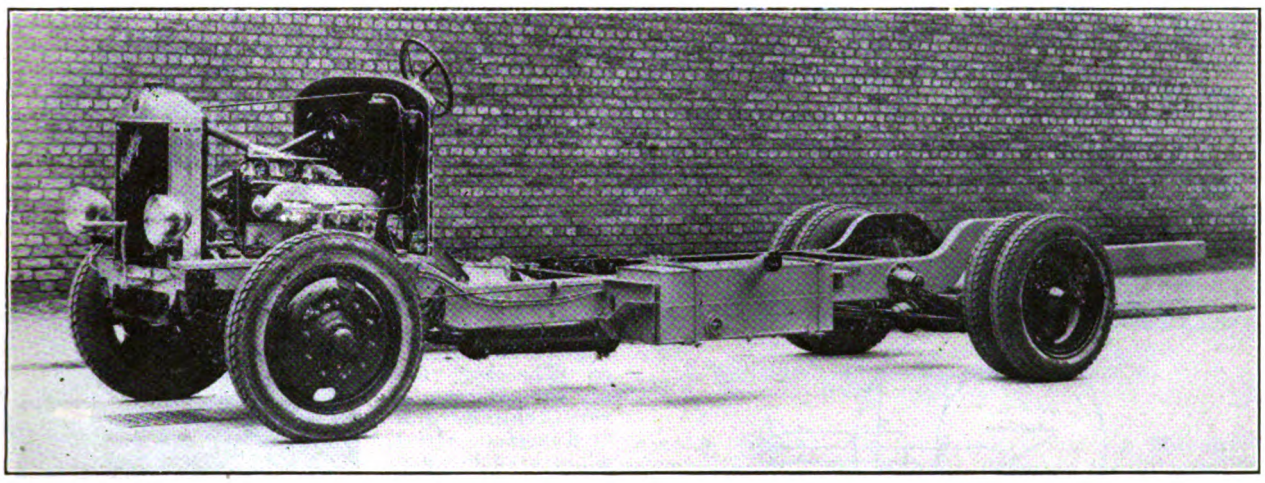
bore is 4 5/16 inches, and the stroke 5½ inches. 48 b.h.p. is developed at 1,000 r.p.m. The crankshaft is carried on five-bearings which are pressure lubricated. The oil pump is placed in the sump and driven from the end of the camshaft. The oiling is on the dry sump principle, the main body of the oil being retained in a separate chamber. The water for cooling is circulated by pump. Ignition is by magneto. The cylinders are cast in pairs, and are provided with detachable heads. Power is transmitted through a single plate clutch and double flexible coupling shaft to the four speed gear box. The gear shafts run on ball bearings. The gear ratios are as follows:—first 5.884 to 1, second, 3.29 to 1, third 1.88 to 1, fourth direct, and reverse 5.18 to 1. The back axle reduction is 5.20 to 1.

Transmission from the gear box to the back axle is by open propeller shaft with three universal joints, the centre joint dividing the shaft into two short lengths. The forward part is supported at the rear by a large self-aligning ball bearing. The rear axle is the full floating type with under driven worm gear. The road wheels are mounted on taper roller bearings. The wheels are shod with 36 in. x 6 in. S.S. pneumatic tyres, single front, twin rears, and the wheels themselves are of the detachable steel disc type with 10-bolt hubs.

Both hand and foot brakes are of the internal expanding type operating in large wheel drums. The four wheel brake is foot operated through the Dewandre Servo attachment. The hand brake acts on the rear wheels only.

The steering gear is the cam and lever type. The petrol tank is on the near side of the chassis, and holds 35½ gallons, and there is Autovac feed to the carburetter.

The dimensions are as follows:—Wheelbase 15 ft. 6 in.; track, front and rear 5 ft. 10½ in.; ground clearance 11 in.; dash to rear axle centre 13 ft. 3⅜ in.; overall chassis length 23 ft. 10⅜ in. The dynamo is driven from the front of the engine and the dynamo and accumulator capacity is suitable for two head lamps; two side lamps; 10 interior ½ amp. lamps; 2 indicator lamps; one Ruby rear lamp, and one dash lamp. The head lamps are supplied with the chassis. An engine starter is supplied at extra cost.



SIDE VIEW OF THE 30/70 H.P. CROSSLEY "HAWK" CHASSIS.

Presentation to Mr. C. Watling.

A HAPPY event took place at the Criterion New Restaurant, Norwich, at the close of the year, when the Sheriff, Mr. C. Watling, managing director of C. Watling, Ltd., the well-known transport contractors, of Westlegate, Norwich, entertained the employees and their wives, numbering 120, to dinner and a social evening, to enable the men to meet his son, Mr. Geoffrey Watling, who is about to join the staff.

Mr. C. Watling, addressing the company, referred to the days just forty years ago when, as a lone figure, he was driving the firm's first parcel cart in Norwich, and then he proceeded to trace the growth of the business to the present day. He said he felt sure the same goodwill would be shown to his son as he had always received himself. He paid tribute to those present, many of whom had over twenty and some over thirty years' service to their credit.

Mr. A. Aylward, of the Norwich office, Mr. C. R. Watling and Mr. J. Howe, of the Yarmouth and Lowestoft branches respectively, extended a warm welcome to Mr. Geoffrey Watling, who, in reply, expressed his pleasure at the opportunity given him of meeting the staff under such happy and pleasant conditions, and said he was looking forward to working with them and having an opportunity of pulling his weight in the business. He realised that these were times of great competition, but he was confident that if they all supported his father and himself loyally the business would continue to prosper. He hoped he would be able to look on them all as his friends even as he wished to be their friend.

The utmost enthusiasm was aroused when, on behalf of the staff, Mr. A. Aylward presented Mr. C. Watling with a handsome silver inkstand inscribed, "Charles F. Watling, Sheriff of Norwich, 1929-30, from the employees of C. Watling, Ltd.," together with an album containing a complete list of the subscribers names. Mrs. C. Watling, the co-director of the company, was presented with a case containing silver toilet requisites as a memento of the occasion.

In acknowledging the presentation, Mr. Watling said he was taken completely by surprise. He thanked them wholeheartedly for yet another proof of their friendship, and declared that this would probably be the happiest event of his year of office. Mrs. Watling also thanked the company for their kind gift.

A vote of thanks to the Sheriff and Mrs. Watling was proposed by Mr. W. Hardiment, seconded by Mr. A. Kybert, and carried with great enthusiasm and musical honours.

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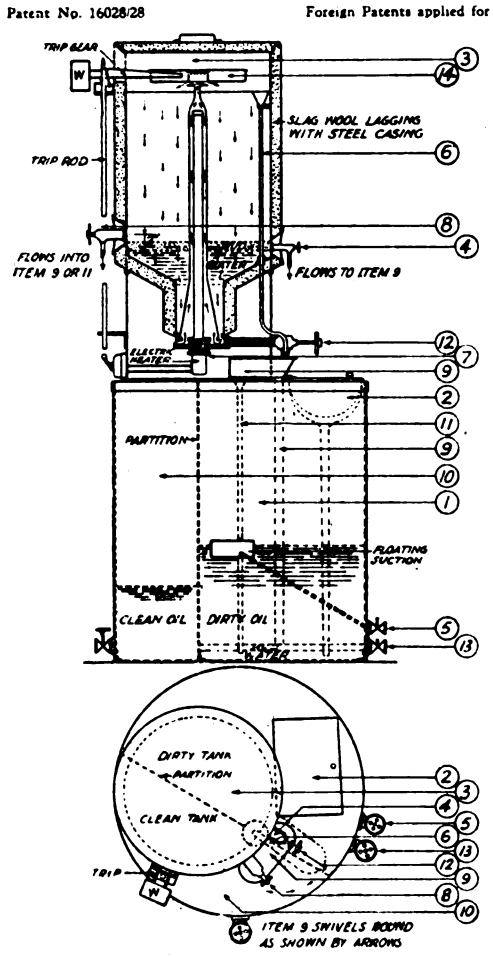
The Fox Electric Oil Cleaner.

THE Fox electric oil cleaner, is an apparatus for cleaning used lubricating oil, so that it may be used again. Oil in crank cases becomes dirty after a comparatively short mileage, but the oil itself has by no means lost its lubricating qualities, and if the oil could be kept permanently clean, the mileage obtained would be almost indefinite. An examination of a dirty crankcase oil will show that it contains from 1% to 2% of abrasive matter, and from 1% to 5% of foreign impurities. This oil, if allowed to remain in the engine, will, in time, injure the engine, whilst if drained, it is simply thrown away as being of no further use. If it can be cleaned, however, the economy resulting will be very appreciable. It is claimed for the Fox electric oil cleaner, supplied by Preston, Stallard & Co., Ltd., Triumph House, 189 Regent Street, London, W.1., that it will clean used oil so thoroughly



THE FOX PATENT ELECTRIC OIL CLEANER.

that it is practically as good as fresh oil. The cleaner is exceedingly simple in operation. Merely pour water and the dirty oil into the cleaning tank, and turn on the electric switch. The machine then operates itself, and when the cleaning process is completed, the current is automatically switched off. A residue of dirt and foreign matter is drained off by a tap, and by turning another tap, the re-refined oil is obtained in a perfectly clean and pure condition. 90% of the oil used is reclaimed in this way, and it is stated that the cost of treatment works out at less than ½d. per gallon with current at the rate of 1d. per unit. The apparatus consists mainly of two tanks, as may be seen in the accompanying illustration. The lower tank is divided by a vertical partition in two parts, which are used for the storage of dirty and clean oil respectively. The dirty oil tank holds 17 gallons, and the clean oil tank 14 gallons. The upper tank, which is thoroughly lagged, is the washing tank, and holds 5 gallons.

The method of operation is as follows:—The dirty oil is poured into the large compartment in the lower tank through a course strainer provided. The strainer is fitted with a pan and pipe leading to the bottom of the tank, where a settlement of some of the heavier impurities such as carbon and water, takes place, the cleaner oil rising to the surface. The water and sediment are drawn off through the drain valve. The partly cleaned oil is then drawn off and poured into the washing tank until it is filled to the required level. The washing tank has already been charged with water up to the required level marked (4) in the accompanying illustration. The electric heater is then switched on and the trip is set. As the temperature rises, the water circulates through the oil in the direction of the arrows, also shown in the illustration, and thoroughly washes it. When the temperature reaches 180 degrees F., the hot water rises up the centre tube and fills the trip tray (14), causing the trip to operate and switch off the electric supply. When the whole mass has cooled off, the process is finished. After the cooling process, in order to test for clear oil, a tap (4) should be opened, which lets water and mud drain into the dirty water tank. Next open tap (8) which is 2 in. above tap (4). The oil from tap (8) drops on to a polished plate, and it can easily be seen whether or not it is clean. If it is sufficiently clean, the funnel (9), which is on a pivot, is swung round, and the clear oil is allowed to flow into it and so down to the clean oil tank.

Glasgow's Travel Centre.

Thomson's Tours and World Travel Bureau.

"KING of the Highways," is the picturesque title that has been bestowed upon Mr. Andrew J. Thomson of Thomson's Tours and World Travel Bureau, Glasgow. Last year, over a million enquiries were dealt with and 50,000 official bookings recorded. The Bureau are agents for all the principal companies operating in England, Wales, Ireland, and Scotland. Last summer, several continental agencies were opened up. An additional agency arranged recently covers tours in Algiers and Morocco. The chief office of the Bureau is very centrally situated in Hope Street, while branch offices are working in Carlton Place and in New City Road. Mr. Thomson has done much to develop road passenger traffic in Scotland. As an instance of his enterprise, he arranged a contract for two coaches to take 60 of the military from Glasgow to Dover, a distance of some 500 miles, a contract that was satisfactorily carried out.

MR. ANDREW J. THOMSON.

The Safety Brake Regulator.—In the December issue of the *World's Carriers*, we gave an illustrated note concerning this Regulator, and for the information of our readers we now give the names of other Factors who are marketing this Regulator on behalf of the Company, S.B.R. Patents, Ltd., Marcol House, 293 Regent Street, S.W.1. The names are Hobday Bros., Ltd., Great Eastern Street, E.C.2., The East London Rubber Co., 29 Great Eastern Street, E.C.2., and G. T. Riches & Co., Ltd., 19 Store Street, W.C.1.

A.E.C. Orders.—Amongst orders recently received for their new range of passenger models, the Associated Equipment Company, Ltd., announce a contract from Thomas Tilling, Ltd., for 100 95 h.p. 6-cylinder "Regent" double-deck bus chassis. Other orders include a further 11 "Regent" double-deck buses for the East Surrey Traction Co., Ltd., and 10 95 h.p. 6-cylinder "Reliance" single-deck vehicles for the Southern Vectis Omnibus Co., Ltd., Isle of Wight.

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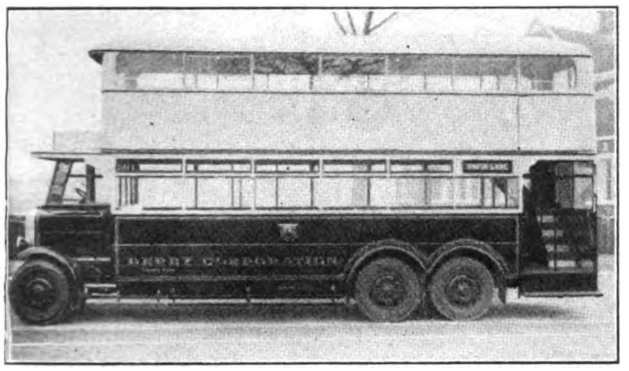
Motor Coach and Bus Notes.

Guy Six Wheelers.—Guy Motors, Ltd., Fallings Park, Wolverhampton, announce that the South Lancashire Transport Company have given them an order for ten trolley bus chassis and the Derby Corporation is putting into service a fleet of Guy six-wheeled petrol buses similar to the one here illustrated. Guy Motors, who are the pioneers of six-wheeled buses, have always claimed that the type gives a higher seat-weight ratio, increased comfort, greater earning power, a reduction in tyre wear, elimination of wheel spin and skidding, considerably reduced wear and tear on the roads and, generally speaking, greater advantages than could be provided by any type of four-wheeled vehicle. No fewer than 16 important Corporations and large numbers of private transport companies have Guy six-wheelers in service.



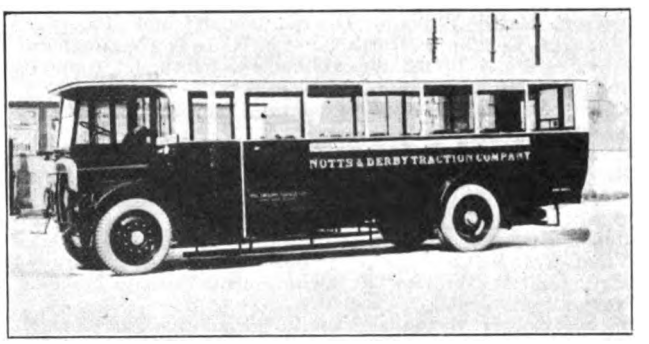
GUY SIX-WHEELED BUS FOR THE DERBY CORPORATION.

Karrier Passenger Vehicles.—We have received from Karrier Motors, Ltd., Karrier Works, Huddersfield, a copy of their latest catalogue "All Passenger Models." It contains complete specifications and illustrations. Copies will be sent to those interested on making application to the firm.

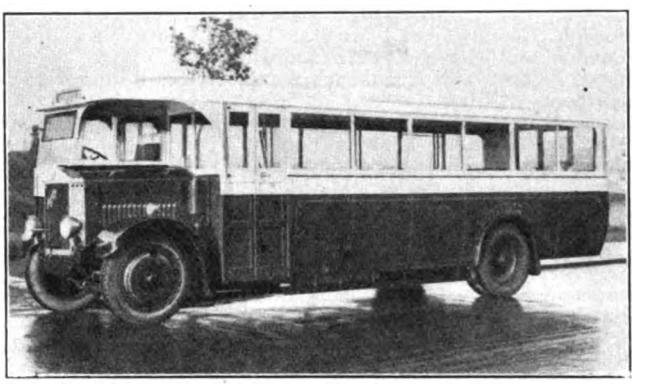
Orders for "Bristol" Passenger Vehicles.—The Bristol Tramways & Carriage Co., Ltd., have recently received a repeat order from the Doncaster Corporation for three "Bristol" Type "B" Light Passenger Chassis and a further repeat order from the County Borough of Rotherham for similar chassis.

Vacuum Servo Braking.—To the brake control of modern motor vehicles so much importance is attached that a recent publication describing and illustrating one of the most popular and efficient braking systems, namely, the Vacuum Servo Braking manufactured by the Westinghouse Brake & Saxby Signal Co., Ltd., 82, York Road, King's Cross, London, N.1, is of particular interest. We recommend this publication to our readers, who may obtain copies by making application to the firm.

"Express" Buses for the Notts. and Derby Traction Company.—Tilling-Stevens Motors, Ltd., 5, Iddesleigh House, Caxton Street, Westminster, London, S.W.1, have recently supplied a number of 30-seater "Express" buses, as shown in the accompanying illustration, to the Notts. and Derby Traction Company. The bodies were constructed by Strachans (Acton), Ltd.



ONE OF THE NOTTS. & DERBY TRACTION CO.'S TILLING-STEVENS "EXPRESS" BUSES.



A CROSSLEY "EAGLE" RECENTLY DELIVERED TO SYKES' MOTOR TOURS.

Crossley "Eagle."—Our photograph shows a 32-seater Crossley "Eagle" bus recently delivered to Mr. John Sykes, the well-known Manchester coach operator of Sykes Motor Tours, Sale, Cheshire.

National Safety First Association.

THREE new pamphlets, compiled by Lt.-Colonel J. A. A. Pickard, under the supervision of the Royal Automobile Club, the Automobile Association and the Commercial Motor Users' Association, will be issued to some three million motorists in Great Britain and Northern Ireland during 1930. They are supplied free of charge to registration authorities for issue by them with motor driving licences.

"On the Road 1930," is an entirely new pamphlet which will be issued to all motorists in Great Britain who renew their licences during 1930. Its principal purpose is to give information upon local bye-laws, regulations or requirements which are not universally known. For approximately one hundred of the principal cities and health resorts, an ingenious gazetteer has been compiled from information supplied by Chief Constables. There is an illustrated description of the new automatic traffic control light signals which are rapidly being installed in all the chief centres. The principal causes of accidents are set out, together with a few "Safety First" maxims.

"Road Sense 1930" (English edition). This pamphlet will only be issued to applicants for a *first* driving licence. Mr. Herbert Morrison, M.P., Minister of Transport, contributes a Foreword, concluding with the following exhortation:—"So whether you drive lorry, bus, tram, private car or motor-cycle, use your good sense as well as your road sense, and be a real Gentleman of the Road." The contents comprise (*inter alia*) sixteen safe driving rules, including illustrated descriptions of the latest officially recommended driver's signals, police signals, road signs, and automatic signals, and a list of those faults which most frequently cause accidents. This is the fifth of the series of annual pamphlets distributed with driving licences by the National Safety First Association, and collects from all the previous ones the essential points which the novice requires to know if he—or she—is to drive with proper safety and consideration.

"Road Sense 1930" (Northern Ireland Edition). A special edition of "Road Sense" has been compiled for distribution with every driving licence issued in Northern Ireland. Sir R. Dawson Bates, Minister of Home Affairs for Northern Ireland, contributes a Foreword, in which he invites the co-operation of every motorist.

The free issue of these pamphlets is confined to registration authorities. The N.S.F.A. cannot supply copies gratis and post free to motorists who want copies in advance of the issue or renewal of their driving licences, but if any motorist requires a copy of either in advance, he can obtain one, price fourpence, post free, on application to the publishers, the National Safety First Association, 119 Victoria Street, London, S.W.1.

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Institute of Transport.

THE following gentlemen have been elected to membership of the Institute of Transport:—

MEMBERS.

Cameron, Alexander, Chairman of the Melbourne and Metropolitan Tramways Board.
Fryer, Edward Harpur, Deputy Secretary and Road Manager, Automobile Association.
Harrison, David William, District Goods and Passenger Manager, London & North Eastern Railway (Nottingham).
Hastie, Andrew, Traffic Superintendent, Synthetic Ammonia and Nitrates, Ltd. (Billingham-on-Tees).
Jackson, Clement, General Manager, Plymouth Corporation Transport Department.
Milne, James, C.S.I., General Manager, Great Western Railway.
More, John Rhys, General Manager, South African Railways and Harbours.
Pittard, Reginald George, Traffic Superintendent, Bristol Tramways & Carriage Co., Ltd.
Rudge, Charles William, Resident Agent, Aire and Calder Navigation (Goole).
Tarleton, Robert Alexander, Deputy Locomotive Carriage and Wagon Superintendent, Jodhpur Railway.
Waggett, Harold George, Goods Agent (Nottingham), London Midland and Scottish Railway.
Watson, Robert, Accountant, Edinburgh Corporation Transport Department.
Wilson, John, O.B.E., Chief Electrical Engineer, Buenos Aires Western Railway.
Wyatt, Horace, Secretary, Imperial Motor Transport Council.
Zedoff, John Axel, Stores Superintendent, Buenos Aires Great Southern Railway.

ASSOCIATE MEMBERS.

Atkinson, George Lewis, Mineral Traffic Controller (Hull), London and North Eastern Railway.
Aubert, Pierre Henri Emmanuel, South African Railways and Harbours (Olifantsfontein).
Austen, Robert Ebenezer, Manager, Springs (South Africa) Municipal Omnibus Undertakings.
Ayling, Arthur Edward, Southern Railway.
Banting, Montague Arthur, Metropolitan Railway.
Barkway, Charles James, Metropolitan and Great Central Joint Committee.
Beatley, Frank Edward Mamertus, Deputy Traffic Manager, Sierra Leone Government Railway.
Bennett, Eric Josiah, Metropolitan and London and North Eastern Railways (London).
Blackburn, Harry Arthur, General Manager and Engineer, Keighley Corporation Tramways and Omnibuses.
Blades, Arthur, Deputy Traffic Manager, Aire and Calder Navigation.
Bowyer, James Harold, London Midland and Scottish Railway (Stoke-on-Trent).
Brits, Henry Kleingbiel, South African Railways and Harbours (Dover).
Byford, Cecil, Assistant Traffic Manager, Port of Basrah.
Dagwell, Herbert Frederick, London and North Eastern Railway (London).
Earp, Alexander Kojiro, London Midland and Scottish Railway (Wolverhampton).
Eastop, William George, London and North Eastern Railway (London).
Fraser, Thomas, London and North Eastern Railway (Aberdeen).
Goodings, Geofrey George, London and North Eastern Railway (York).
Green, Frederick William, Great Western Railway (London).
Harrison, Albert Arthur, Assistant to District Goods Manager (Leeds), London and North Eastern Railway.
Hill, David, London and North Eastern Railway (Edinburgh).
Holland, William Carter, Chief of Rates—Commercial and General Sections—Central Argentine Railway (Buenos Aires).
Horton, Charles Raymond Roper, Traffic Manager (Nottingham), Trent Motor Traction Co., Ltd.
Jewitt, William Middleton, Aire and Calder Navigation (Wakefield).
Kirby, Arthur Sydney, London Midland and Scottish Railway (London).
Lavers, Reginald William Dawson, London and North Eastern Railway (York).
Mackenzie, Charles Howard, South African Railways and Harbours (Robinson).
Marson, Leslie Brittain, London and North Eastern Railway (Hull).
McClelland, Edward, London and North Eastern Railway (Newcastle-on-Tyne).
McIntosh, Alistair John, Great Western Railway.
Phillips, William Smith, London and North Eastern Railway (Aberdeen).
Pickering, William, Traffic Superintendent, Chesterfield Corporation Transport Department.
Pike, Percy Frank, Imperial Chemical Industries, Ltd.
Pride, Albert Thomas Leo, Chief Assistant to Stores Superintendent, Buenos Aires Great Southern Railway.
Quinn, Sydney Lawrence, Assistant General Manager, Brisbane City Council Tramways Department.
Richardson, William Ernest, General Manager and Electrical Engineer, Aberdare Urban District Council Electricity and Tramways Department.
Robbins, Roland Ernest, Assistant Transportation Officer, Bengal Nagpur Railway (Calcutta).
Rostin, Albert August, South African Railways and Harbours (East London).
Royston, James, London and North Eastern Railway.
Savage, Harold John Reginald, Southern Railway (Fleet, Hants).
Sewell, John Humphrey, London and North Eastern Railway (London).
Shipp, William George, London and North Eastern Railway (Bury St. Edmunds).
Sibey, Wilfrid Joseph, London and North Eastern Railway (York).
Sillar, Harold Richmond, London and North Eastern Railway (London).
Statham, Herbert Reginald, Assistant London District Passenger Manager, London and North Eastern Railway.
Taft, Lionel Jessop, London Midland and Scottish Railway (Derby).
Thomas, Charles Edward, District Locomotive Superintendent (Tucuman) Central Argentine Railway.
Thompson, William Henry, London Midland and Scottish Railway (Derby).
Venton, Henry Albert, Southern Railway (Paris).
Wheatley, Robert Michael, London and North Eastern Railway (London).
Worsfold, Ernest Patrick, Chief Assistant Automobile Engineer, British Electrical Federation, Ltd.

ASSOCIATES.

Bailey, Russell, Assistant General Manager, Charles Roberts & Co., Ltd. (Wakefield).
Campbell, Charles Douglas, Assistant Lecturer, University of Manchester.
Campbell, Frank, Director and Manager of Railway Department, Evans Thornton & Co. (Buenos Aires).
Irvine, John Edmond, The Yorkshire Patent Steam Wagon Co.
Ponsonby, Gilbert Jocelyn, Assistant in Transport, London School of Economics.
Surman, Frederick Gordon, Shipping Manager, Morris Motors (1926), Ltd., Cowley, Oxford.
Van Der Stempel, Theodore Marius, Assistant Editor, "Electric Railway Journal" (New York).
Wilkinson, Harry Coates, Transport Manager, H. Newsum, Sons & Co., Ltd., Gainsborough.

Highways. New R.A.C. Committee.

IT has been decided to form a new Committee of the Royal Automobile Club to be known as the Highways Committee, and Sir Henry Maybury has agreed to act as Chairman. The Committee has been formed to take over and co-ordinate that part of the work of the R.A.C. which relates to road construction and the paraphernalia employed in connection with traffic regulation. The Committee will deal with such matters as automatic traffic signals, road signs, warning signs, white lines, road cambers, kerbs, road surfaces, bye-passes, level crossings, dangerous corners, one-way streets, high hedges, ferries, toll bridges, parking places, and so forth. It will have power to carry out experiments and demonstrations, and will take opportunities as occasion arises to lay its views before Government Departments, police authorities, county and other councils surveyors, etc. It is anticipated that such a Committee having for its Chairman a man of such unparalleled experience in all road matters as Sir Henry Maybury, will be able to render incalculable service to all types of road users.

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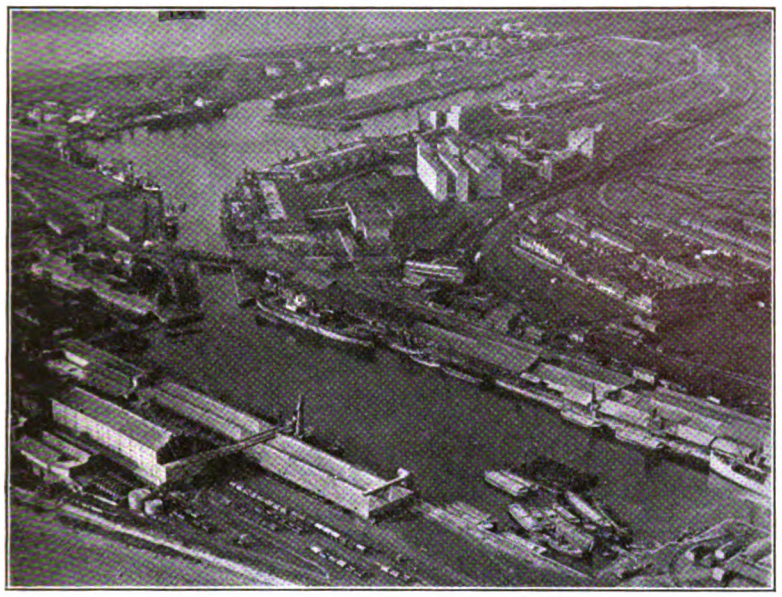
The Port of Bristol.

As one leaves the railway station and crosses the Bristol bridge, the glamour and romance of the great city falls like a veil over the traveller, who sees in the very heart of the city as he passes by, vessels of considerable size loading and unloading on the quayside immediately adjacent to the tramway centre. One's thoughts immediately go back to the great days of exploration and discovery, when Bristol, as the second port of the Kingdom, sent out its sailors and merchantmen to discover new worlds, and to open up new trade routes to hitherto unexplored countries. The Merchant Venturers of Bristol, however, do not merely remain as a thing of the past, full of interest as a vision of what once was, but they are known as a society carrying on good work at the present day, and instilling into the minds of the rising generation the high qualities of courage and enterprise which gave Bristol its high position.



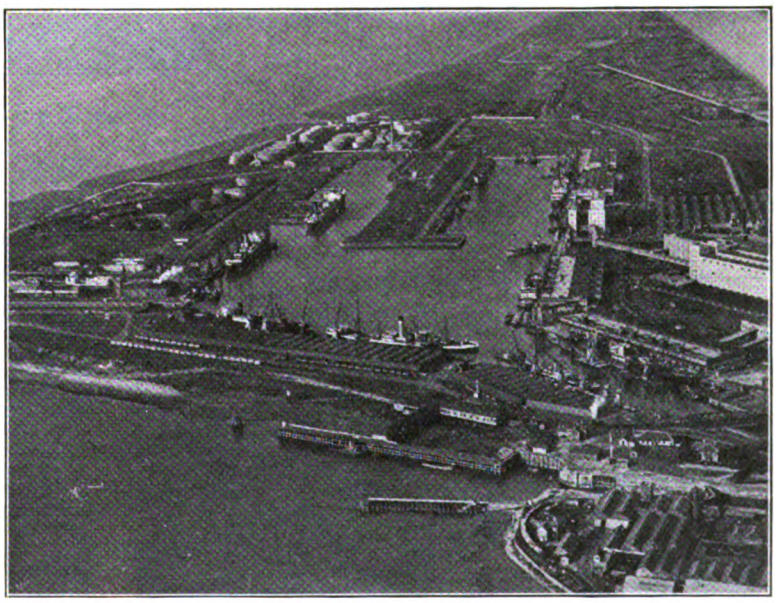
ROYAL EDWARD AND AVONMOUTH DOCKS FROM THE AIR.

The entire dock system of the port comprises the City Docks, in Bristol itself, the Royal Edward and Avonmouth Docks, at Avonmouth, and the Portishead Docks, on the other side of the mouth of the Avon, jutting out into the Severn itself, and the whole of the system is owned by the Corporation of Bristol and controlled by a very efficient Committee of the Corporation under the title of the Port of Bristol Authority.

It is interesting to record that the Port of Bristol has a history extending back over two thousand years, and for centuries it was second in importance only to London itself. It is renowned as the port from which John Cabot and his son Sebastian sailed in May, 1497, in a ship manned by Bristol sailors, who landed the following month on the continent of America and planted the British flag.

To come hurriedly to more modern times, progress during the past 120 years has been steady, and during the past 20 years, has been very rapid. It was between the years 1803 and 1809, that the Floating Harbour, which provided 83 acres of dock space for the City, was formed, coupled with the construction of the New Cut for the channel of the River Avon. 1848, the City of Bristol acquired the Dock Estate, and commenced a number of harbour improvements. In 1877, the Avonmouth Dock was opened, followed by the Portishead Dock in 1879. These docks were built by private enterprise, but were taken over by the Corporation in 1884. In 1908, the Royal Edward Dock was opened, having a lock 875 ft. long, and 100 ft. wide. During the Great War, extensive war services were carried on in the port, and the net register of tonnage of that period showed a tremendous increase. Between the years 1922 and 1928, extensive additions were made to the equipment of the Port, including the construction of the Eastern Arm of the Royal Edward Dock, which was opened by H.R.H. The Prince of Wales, on May 23rd, 1928. During the period since 1803, the net register of tonnage of the port has increased from approximately 300,000 tons to 3,370,000 tons.

While the older docks of the City are those upon which the prosperity of Bristol depended for so many years, it is perhaps better, in a brief review like this, to commence with the newer docks at Avonmouth, these being of the most modern and up-to-date character, equipped with machinery and accommodation for dealing with very large vessels and an enormous amount of traffic.



AERIAL VIEW OF ROYAL EDWARD DOCK.

Commencing with the Royal Edward Dock, there are two sheds, each 500 ft. long and 100 ft. wide, having two floors and a flat roof with railway access on both sides and facilities for loading into motor lorries at the ends o

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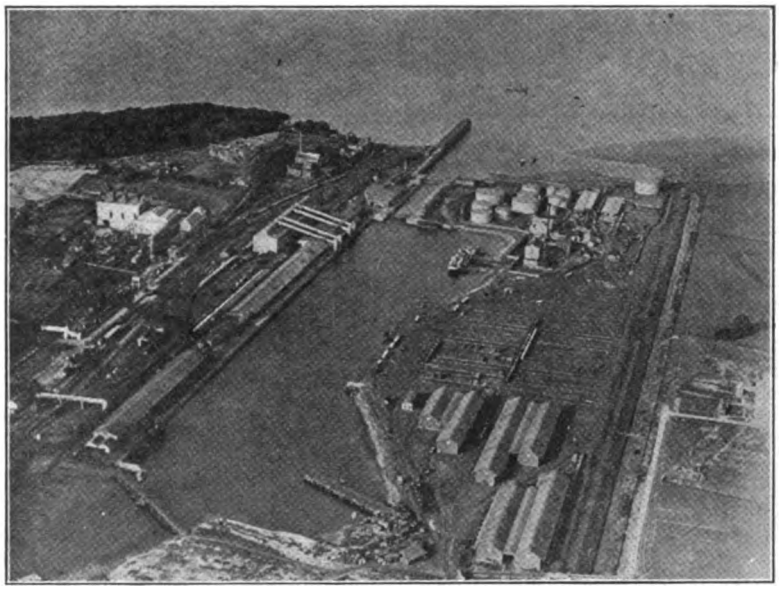


PORTISHEAD DOCK. TIMBER WHARF ON RIGHT.

95 in No. 2 Granary, used for storage only, the grain being returned to the first granary for delivery. There are four granaries, which are interconnected.

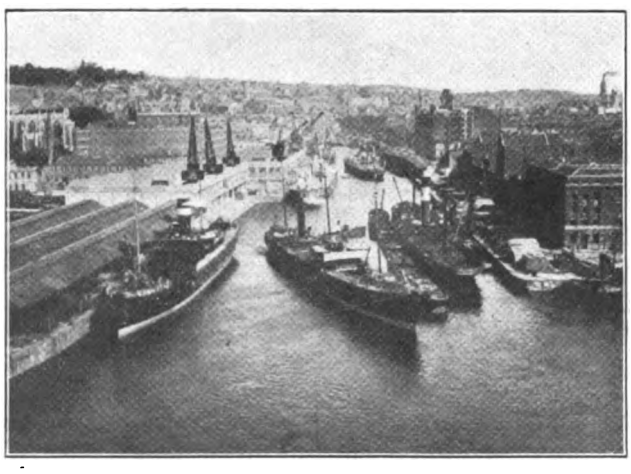
In connection with the discharge of grain, there are five floating elevators which work on either side of a vessel, giving rapid discharge either to craft, barge, or travelling bands for storage in the granaries. There are also 15 barges, owned by the Port of Bristol Authority, to accelerate the discharge of grain from ocean steamers. At this dock there is outdoor accommodation for about 8,000 standards of timber on an area of 10 acres, and covered accommodation for about 6,600 standards.

The new Eastern Extension of the Royal Edward Dock is 1,700 ft. long and 400 ft. wide, and provides three deep-water berths on each side, having a total length of quay of 3,600 ft. and a water area of 21 acres. On the eastern side of this extension, there are two sheds and each shed. The sheds are built of ferro-concrete, and are equipped with six 30-cwt. electric roof cranes for each shed. Grain cargoes are discharged by floating elevators working from the holds of the vessels to hoppers on the quay, and are then delivered on to bands in a tunnel running under the front verandah of both sheds to the granaries at the rear, while general cargo is discharged by the electric cranes, and is delivered to the several floors either by cranes through the hatchways, or in the case of the ground floor, by means of electric trucks.

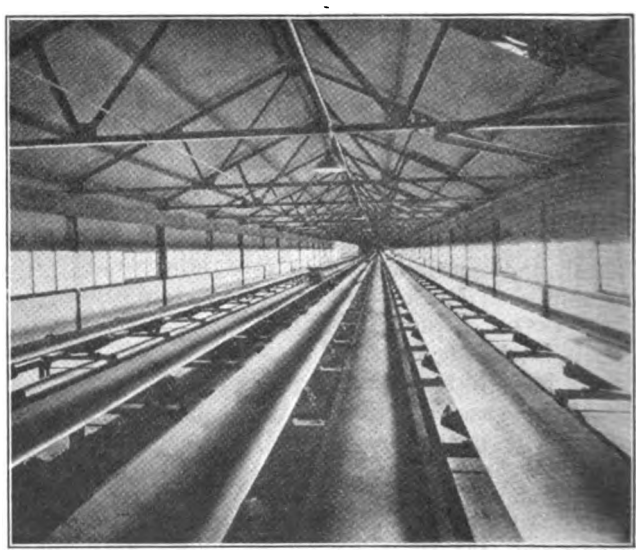
The cold stores, which were completed in 1920, at a cost of £160,000, are directly connected with the Transit Sheds by means of conveyor galleries and by these means the meat is conveyed to the cold chambers with the minimum exposure to the air. The total cold storage capacity is about 500,000 cubic feet.

The Royal Edward granaries and grain handling equipment are of the most up-to-date character and are on the silo principle, the capacity of the silos ranging from 60 to 400 tons of wheat each. There are 78 silos in No. 1 Granary, which are used for storage and delivery, and

EASTERN ARM, ROYAL EDWARD DOCK, SHOWING TRANSIT GRANARY.



VIEW OF CITY DOCKS.



GRAIN CONVEYOR BANDS IN THE GALLERY AT "U" AND "V" SHEDS, ROYAL EDWARD DOCK.

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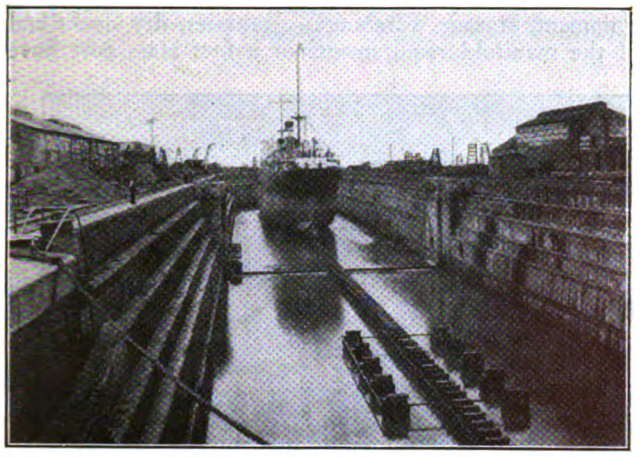
grain galleries of three floors each, these being 500 ft. long and 150 ft. wide.

The western arm is 580 ft. in length, and is designed for the discharge of oil vessels, timber cargoes and general

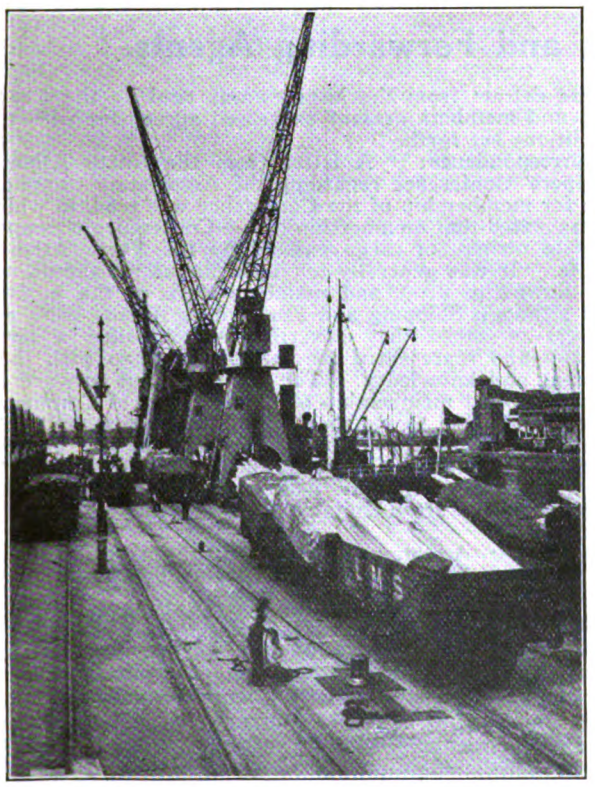


ROYAL EDWARD GRAVING DOCK.

open quay work. All the well-known oil importing companies have their installations in this part of the dock and the jetty, which is 340 ft. long, with the new wharf, accommodates all the oil carrying vessels entering the dock.

The Graving Dock—a very fine dock—is 875 ft. in length, and 850 ft. on the blocks, with a width of 100 ft. It is equipped with a 25-ton electric travelling crane and a steam travelling crane of smaller capacity.

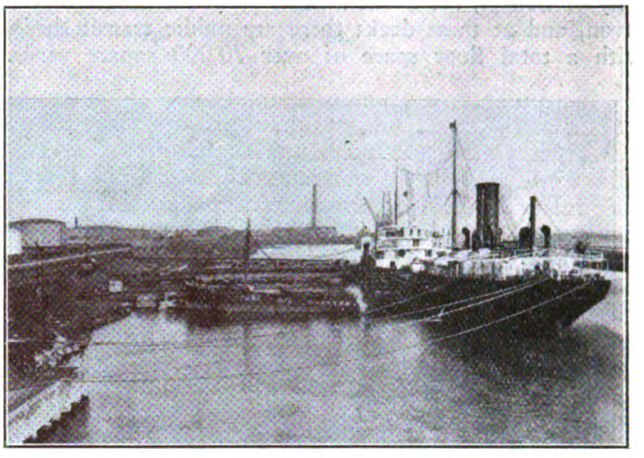
The Royal Edward Passenger Station has extensive accommodation for the comfort and saving of time of



DISCHARGING TIMBER, R. SHED, ROYAL EDWARD DOCK.

passengers and the expeditious handling of mails. This station is chiefly used at present for the passenger services with the West Indies, carried on by Elders and Fyffes' and Bethell, Gwyn's steamship lines from Australia and New Zealand, and the Henderson and Bibby lines straight from Rangoon.

There is a floating crane of a maximum lifting capacity

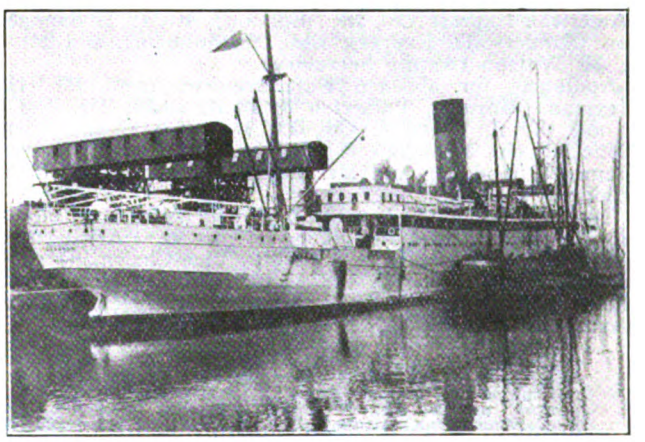


ROYAL EDWARD DOCK, OIL JETTY.

of 35 tons available for use at either of the docks within the Port.

ROYAL EDWARD DOCK TRANSIT SHED.

The Avonmouth Old Dock has extensive shed accommodation for general cargoes and grain handling and



S.S. "CORONADO" DISCHARGING A CARGO OF BANANAS AT AVONMOUTH DOCK.

storage. An important trade of this dock is the banana traffic of Elders and Fyffes, Ltd., with special mechanical handling appliances for the rapid discharge of bananas.

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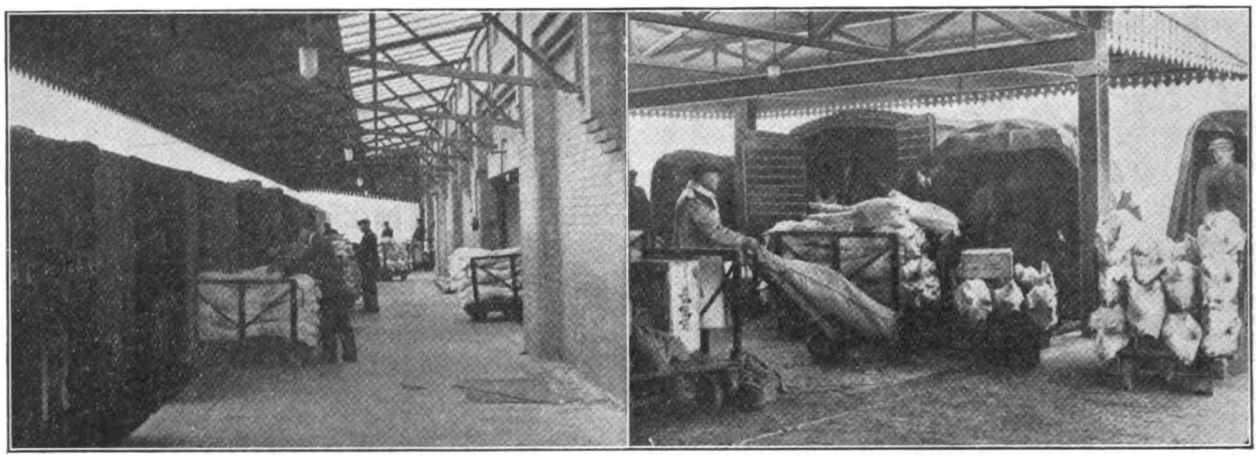
There is a service of two vessels weekly from Central America and the West Indies, with occasional shipments from the Canary Islands.

The City Docks, which are situated in the centre of the City of Bristol, are about 7 miles from the mouth of the Avon, and at these docks there are public transit sheds, with a total floor space of over 70,000 square yards. They are equipped with cranes and travelling gantries, granaries and grain sheds, cold stores and cattle lairs.

The Portishead Dock is 12 acres in extent, and is entered by a lock entrance 472 ft. long and 66 ft. wide. Here too is splendid accommodation and equipment for handling grain and timber cargoes and for petrol storage.

Whatever may be said for the principle of municipal ownership of ports and docks as contrasted with ownership by a semi-independent Port Authority or by Railway Companies, there is no doubt that Bristol, by its progressive spirit has not only kept the docks up to modern requirements, but has, by its foresight, provided facilities to meet all the requirements of the present day and its equipment, storage warehouses, granaries, dry docks and all the manifold requirements of a first class port have been provided to the full. A great point is made of the geographical position of Bristol, with its special facilities for direct shipment to the West, and its great hinterland of the Midlands with its many industries.

After a visit to the docks, one comes away not having lost the feeling of romance attaching to Bristol, but having added to it a great belief in the future of the Port under its able administrators and officials.



COLD STORAGE AT AVONMOUTH.
LEFT: LOADING FROZEN MEAT FROM COLD STORE TO INSULATED RAILWAY VANS. RIGHT: MOTOR VANS TAKING DELIVERY OF FROZEN MEAT FROM THE COLD STORE PLATFORM.

British Association of Shipping and Forwarding Agents.

A MEETING of the Council of the British Association of Shipping & Forwarding Agents was held on December 10th last, at which the following were present:—Chairman.—Mr. A. W. Heard (Jones, Heard & Co., Ltd., Newport, Mon.), Vice-Chairmen.—Mr. M. E. Duffett (J. D. Hewett & Co., Ltd., London), and Mr. N. N. Bird (Herbert Watson & Co., Ltd., Manchester), Members.—Mr. A. Faulkner (Crowe & Co. (London), Ltd., Manchester), Mr. F. J. Gerson (Rosenberg, Loewe & Co. Succrs., Ltd., London), Mr. W. O'Brien (G. W. Sheldon & Co., Ltd., Liverpool), Mr. G. W. Robertson (Robertson, Buckley & Co., Ltd., Liverpool), Mr. F. H. S. Rouse (American Express Co., Inc., London), Mr. C. E. Sanderson (Sanderson's Express, Ltd., Nottingham), and Miss L. M. Watson (Acting Secretary).

Apologies for absence were received from Mr. H. Heyman (Morison, Pollexfen & Blair, Ltd.), Mr. J. O. Wood (T. F. Wood & Co., Ltd.), Mr. A. MacCulloch (MacCulloch, McLellan & Pollok), Mr. W. H. James (James & Hodder), and Mr. W. H. Elder (W. H. Elder (Shipping), Ltd.).

The minutes of the last meeting, which had been circulated, were approved and signed as correct. Arising out of the Minutes, Mr. M. E. Duffett (Vice-Chairman) submitted an extract from the Minutes of the meeting of the London Shipping and Forwarding Agents' Conference, which included the following resolution:—

> That this Council is prepared to recommend to the members of the Conference in General Meeting that they should agree to the proposed increase of subscription to £4 4s. for the purpose of implementing the arrangements set out in the Sub-Committee's proposal, provided that the British Association of Shipping and Forwarding Agents at the same time undertakes to remit to the London Conference the sum of £2 2s. per annum per head in respect of any London firms who may take up membership with the British Association of Shipping and Forwarding Agents.

At that meeting it had been decided that "through the representatives on the British Association of Shipping and Forwarding Agents' Council, the latter body should be acquainted at its next meeting with the terms of the above resolution and invited to notify its acceptance of the arrangements with the conditions attached thereto."

The extract from the Minutes was read by the Chairman and members present expressed agreement with the conditions set forth.

Correspondence: A letter from the North Atlantic Shippers' Conference regarding the Association's application for membership of the Conference was read, in which it was stated that membership of the Conference was open only to owners of cargo passing by the North Atlantic Route. It was generally felt that the matter should not be allowed to drop, and members were of the opinion that although Shipping and Forwarding Agents were not owners of cargo they nevertheless controlled a large amount and represented the owners of cargo with their consent and knowledge. The view was put forward by a member that membership of the Chamber of Commerce should be a title to membership of the Conference. As there was some doubt about the terms of the original circular announcing the formation of the North Atlantic Shippers' Conference, Mr. Duffett agreed to refer to this circular and draft a suitable reply to the letter under discussion.

Accounts: A statement regarding the financial position of the Association was made by the Treasurer, which showed a satisfactory state of affairs.

International Federation of Forwarding Organisations: It was reported that a communication had been received from the International Federation concerning a draft of a code of General Transport Conditions most of which were valid in all countries and may, therefore, be considered as recognised trade customs. The Federation urged that the adoption and use of the conditions referred to would be the first step towards the establishment of uniform conditions throughout the Continent.

The Council have these conditions under consideration and will make their recommendations in due course.

Annual General Meeting: The Annual General Meeting of the Association was fixed to take place on Friday 17th January next at Leeds.

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International Federation of Forwarding Organisations.

Proposed Usages and Conditions in the Forwarding Trade.

AT the meeting of the International Federation of Forwarding Organisations held in Berlin, on May 9th last, Doctor Weiss raised the question of the drawing up of a uniform set of trade usages and conditions of carriage for use in those countries where forwarding agents' organisations are affiliated to the International Federation. He said that judging from the trade customs and conditions of carriage existing in Czecho Slovakia, Germany, France, Netherlands, Scandinavian States, Denmark, Latvia, Switzerland, Hungary and Austria, many of the customs and conditions were more or less the same, but as they related to various branches of the forwarding trade they could not be adopted as a universal code. He proposed supplementing those usages and conditions, which were in effect identical, by adopting the Universal German Transport Conditions which had been very carefully compiled and were the result of agreement between the merchants and the forwarding agents and covered all the activities of the forwarding agent, and by so doing, they would provide the basis for the welding together of the main uses and conditions into a coherent whole, and build up a universal code of usages and conditions for the whole of Europe. His proposal could receive the consideration of associations affiliated to the Federation in all countries where, of course, trade customs and usages already existed, in order that they could communicate to the Federation the usages and conditions they wished to adopt for each particular country.

A draft set of general transport conditions which we print below have now been drawn up by the International Federation and circulated to affiliated bodies for consideration as to whether such conditions would be valid in the various countries represented within the Federation, and, further, whether such conditions could be introduced. The Federation points out that the draft does not deal with customs, but with conditions which have been laid down by forwarding agents themselves, with a view, after a period of use, to such conditions developing into recognised trade customs. It is pointed out that the adoption and use of the proposed conditions would be the first step towards the establishment of uniform conditions throughout the Continent.

Proposed General International Forwarding Conditions.

1. The forwarding agent is responsible for carrying out his instructions with ordinary commercial care and regard for the interests of his client.

2. These conditions cover all the work of the forwarding agent whether transport, freight, warehousing, commission or other business.

3. Goods are accepted for transport or warehousing only upon the basis of these conditions, and are furthermore subject to the rules, regulations, tariffs and conditions of Railways, Steamers or other means of transport utilised.

4. Failing a definite statement to the contrary, any quotation of a forwarding agent is only valid if accepted without delay, and then only for immediate use and subject to the quotation being referred to in the order to despatch.

5. Through-quotations are only valid for normal transport. In the absence of a special arrangement to the contrary, such quotations shall not be understood to include Railway petty charges, postages, stamps, insurance, duty, frontier charges, clearance charges, cranage, hire of tarpaulins, weighing charges, rent, snow and ice supplements or other expenses caused by interruptions in any part of the transport. All such charges are to be paid in addition.

6. An order for despatch must contain marks, numbers, quantity, packing and contents of the goods as well as all details necessary for the proper execution of the order. The consequences of incomplete or incorrect declaration are the risk of the client, and the forwarding agent is not bound to verify or to complete the details given to him. The agent is not bound to weigh the goods failing definite instructions in writing.

7. In the absence of sufficient instructions, the forwarding agent may, whilst protecting the interests of his client, use his own judgment as to route or means of transport.

8. The forwarding agent may group the goods together with goods of other clients failing definite written orders to the contrary.

9. If the forwarding agent accepts a consignment with a bill of freight drawn up by his client, he is entitled to make up a new bill of freight bearing his own and his client's name, failing definite orders to the contrary.

10. In the absence of agreement to that effect time of transit is not guaranteed, nor is a guarantee given to handle consignments in any particular order.

11. The forwarding agent is entitled to accept clauses on the freight documents owing to absence of or insufficiency of packing and to order goods to be warehoused en route if necessitated by interrupted or restricted traffic.

12. Events beyond the control of the forwarding agent which partially or completely prevent him from completing his duty (such as war, mobilisation, boycott, revolution, strike, lock-out, passive resistance, official embargo, interrupted communications, congestion of quays, shortage of trucks, interrupted navigation, riot, piracy, quarantine and an Act of God), whether affecting himself or his sub-contractors, free him from the responsibility for completing his contracts.

13. Should an order be cancelled, the forwarding agent, at his option, may claim payment of the agreed price less outlays not incurred, or, alternatively, a reasonable commission.

14. An order to despatch to a foreign destination shall be understood to include authority to clear through Customs if despatch to the final destination is not possible without such clearance.

15. An order to receive goods on arrival, empowers, but does not compel, the forwarding agent to pay out all freights, charges, duties, etc., resting on such goods.

16. Forwarding agents' accounts are payable on presentation. They shall be considered overdue without further demand if not settled at the expiration of 5 days from due date, unless local conditions stipulate a still earlier period.

17. The client must be responsible for all claims for freight, general average, duty, taxes and other dues made upon the forwarding agent as holder of the goods. The forwarding agent is entitled, failing such cover, to take all the necessary steps to protect himself.

18. Delivery shall be legally completed when the goods are handed on the premises of the addressee to any adult person belonging to the latter's business or household.

19. By acceptance of an insurance policy or covernote, the forwarding agent does not accept the responsibilities of the insurer; he must, however, take all necessary steps to protect any claim of the assured.

20. Failing written agreement to the contrary, the forwarding agent insures only on the conditions customary at his domicile, and not against breakage. In the case of objects having chiefly an artistic or sentimental value, such objects can only be insured against total loss. The duty of the forwarding agent as insurer is covered by his entering the goods on a general policy.

21. In the case of a claim, the client can only demand compensation up to the amount received by the forwarding agent from the insurer. The forwarding agent may fulfil his obligation by transferring his right of claim against the insurer to the assured. He is only bound to take up the claim on behalf of his client after written agreement with the client, and then only at the expense and risk of the latter.

22. For negotiating insurance, claiming of compensation and other duties undertaken in case of claim, the forwarding agent is entitled to additional remuneration.

23. The forwarding agent has a lien on all goods in his possession for all monies owing by the owner of the said goods, but this lien does not operate as regards the claims of one forwarding agent upon another.

24. In all his activities, the forwarding agent is only responsible for damages caused through his own negligence.

25. The forwarding agent is only responsible for money, documents, objects of art and valuable goods if the value and condition of such goods has been declared to him sufficiently early to enable him to refuse the order or, alternatively, to take the necessary precautions.

26. If any responsibility rests on the forwarding agent, he shall not be liable for more than:

(a) Sw. Frs. 2.—per kilo. gross weight, maximum Sw. Fr. 2,000 for any one claim.

(b) The declared value of the goods should such be less than under (a) above.

27. If goods are carried in groupage service, or at a through rate domicile to domicile, it is to be understood that the forwarding agent is only responsible as such, and not as a carrier.

28. Damages, even if not outwardly visible, must be notified in writing to the forwarding agent without delay, at latest within 4 days after delivery. Otherwise damage will be assumed to have taken place after delivery.

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29. Warehousing may take place at the option of the warehouseman in his own or in hired premises.

30. The warehouseman is only obliged to assure the safety of his premises inasmuch as such premises are his own property, and local conditions require that they should be secured and/or watched. If he exercises reasonable care in the selection of his watchers he has fulfilled his obligations.

31. Failing specific agreement, the forwarding agent is not liable for any treatment or preservation of goods whilst in store.

32. Disposal of warehouse goods must be made in writing, and all the necessary particulars must be given.

33. If the forwarding agent undertakes the storage of goods, such goods shall be considered as a pledge for all monies claimed as a result of the warehousing contract, particularly for monies advanced on the goods and for rent.

34. The forwarding agent and/or warehouseman is not responsible for alteration in quality, decomposition, loss of weight or alteration due to heat, cold, water or other elements or for damage by rats, mice or moth.

The next General Meeting of the International Federation of Forwarding Organisations, will be held in Brussels towards the end of May. The actual date and full particulars of the meeting will be announced in due course.

London Shipping and Forwarding Agents' Conference.

A MEETING of the Council of the London Shipping and Forwarding Agents' Conference was held in the London Chamber of Commerce on Wednesday, December 11th last, when the following were present:—President.—Mr. M. E. Duffett (J. D. Hewett & Co., Ltd.); Members.—Mr. J. B. Taylor (Immediate Transportation Co., Ltd.), Mr. W. Woollett (Woollett, Airey & Co., Ltd.), Mr. W. Narracott (Van Oppen & Co., Ltd.), Mr. F. J. Gerson (Rosenberg, Loewe & Co. Succrs., Ltd.), Mr. F. H. S. Rouse (American Express Co., Inc.), Mr. E. W. Turvey (Nunzi & Co., Ltd.), Mr. E. A. Aves (Hon. Treasurer), Mr. H. Gilbert (G. W. Sheldon & Co., Ltd.), Mr. J. B. Ballantyne (J. B. Ballantyne & Co.), Mr. C. McEwan (Thos. Cook & Son, Ltd.), Mr. H. A. Crowe (Crowe & Co. (Ldn.), Ltd.), Mr. G. Perry (British Commercial Transport Co., Ltd.), and Miss L. M. Watson (Acting Secretary).

An apology for absence was received from Mr. H. K. Coppendale, of Messrs. Morison, Pollexfen & Blair, Ltd.

Correspondence.—(a) A communication was reported from the American Section of the Conference concerning Minimum Freights U.K. to New York. The American Section has had under consideration for some time the question of Minimum Freight Rates U.K. to New York. It is recognised that the present minimum freight rates (which are much higher than the minimum freight rates in force on the route New York to U.K.), restrict the export of samples and are harmful to British Trade. The American Section are doing everything in their power to bring about an alteration of this state of affairs and they have the support of the Council in their efforts.

(b) A letter was reported from a member-firm in which they asked if the Shipping Companies could be approached with a view to their issuing less cumbersome Bills of Lading. It was generally agreed that simplification and standardization of the Bills would be very desirable and the President agreed to see what could be done in the matter.

(c) A letter was reported from a member-firm in which they complained that in the German trade vessels were discharged no matter what the climatic conditions were. They found that goods were exposed to rain whilst still in the holds and that further damage was caused during the landing or the delivery overside operations. This complaint has already been taken up by the Council and it is still having their attention.

(d) The meeting had under consideration a circular issued by a Company of Steamship Agents which seemed to indicate that they were starting a Forwarding Agents' business. Several members reported that they had received similar circulars, which had been sent to their agents abroad. It was decided that efforts should be made to find out whether it was the intention of the Company in question to start business as Forwarding Agents in opposition to the members of the Conference.

(e) It was reported that a member-firm had complained that a certain Shipping Company, who had discharged at a berth where overside delivery was not possible, had not sufficiently reduced the landing charge in consideration of this. It was recalled that a similar complaint had been dealt with once before. The President agreed to take the matter up again with the Shipping Company concerned.

Reports from Sections.—(a) **Air Section:** The Chairman of the Air Section reported that the Section Committee had met on several occasions to discuss matters arising out of their interview with Imperial Airways on August 16th last. Some information concerning the data asked for by Imperial Airways had been received from members, but it was very limited because of the small number of agents directly interested and had not assisted the purpose of the enquiry. However, it had been unanimously agreed to seek and accept the concession of Imperial Airways, who are prepared to grant an A/A Rate on consignments exceeding 20 kilos and also establish with Imperial Airways the right of importers or their appointed agents to pass Customs Entry at Croydon, leaving actual clearance and delivery with Imperial Airways, Ltd. It was also reported that negotiations were taking place with Imperial Airways, Ltd., concerning matters of minor interest.

(b) **American Section:** The Chairman of the American Section reported correspondence concerning Through Bills of Lading and Minimum Freight Rates which was taking place between the Section and the New York Freight Forwarders & Brokers Association and the provincial Associations. He also reported that the Liverpool Association had taken up the question of Minimum Freights with certain Steamship Companies and he read letters which the Liverpool Association had received from the Steamship Companies concerned.

Insurance: The minutes of the last meeting of the Insurance Committee were read, from which it appeared that the scheme of insurance which the Committee had had under consideration was not considered suitable. The President asked if the Council were willing that this scheme should be dropped and the members present agreed to this. It was reported that the Committee recommended that a scheme on the lines of the one in force among German Forwarding Agents should be drawn up. It was therefore decided that a summary of the German scheme should be circulated to the members of the Council for their consideration and that members should be asked to send their comments thereon to the Secretary. It was felt that in this way a scheme might eventually be agreed upon which could be recommended for adoption by all the members of the Conference.

Over-Entry Certificates: It was recalled that at a previous meeting a letter had been read from a member-firm in which they stated that they were unable to obtain an Over-Entry Certificate for duty overpaid when goods were landed at their own wharves. In accordance with the decision at that meeting, other members of the Conference who own wharves had been asked to state their experience in this respect. A few replies were reported, and it was decided that the matter should be taken up with the Customs Authorities as had been suggested at the meeting when the matter was last discussed.

Great Western Ports.

THE Handbook of the Great Western Ports for the year 1930 contains a wealth of information concerning the Company's large Dock system. There are many illustrations and plans of the various Docks, and full particulars are given regarding rates and charges, cold storage and transit sheds, hoists and cranes, cross-Channel services, equipment, rebates from Dock charges, steamship services, warehouses, etc. This publication also contains some very interesting trade articles. The following Ports are dealt with amongst others:—Cardiff, Swansea, Newport, Barry, Port Talbot, Penarth, Plymouth, Milford Haven, Neath Llanelly and Burry Port, Briton Ferry, Fishguard, Weymouth, and Brentford. The headquarters of the Chief Docks Manager's Department are at Bute Docks, Cardiff.

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Port of London Authority.

THE traffic figures for the Port of London for the eight months from April to November, 1929, make very encouraging reading. The following statement shows at a glance the total tonnage of shipping that arrived at and departed from the Port during that period compared with the total tonnage of shipping that used the ports of the United Kingdom :—

Traffic during eight months ended November, 1929.

	Net reg. tons.	Percentage increase compared with 1928.
All U.K. Ports	255,456,280	7.7
The Port of London	39,605,279	5.6

The figure of 39,605,279 net reg. tons for the Port ot London, is a record in the history of the Port, and is 2,098,281 net reg. tons higher than the similar period in 1928, the previous best.

Analysed a little further, the figures show that the tonnage of vessels with cargoes using all the ports of the United Kingdom during the eight months in question, increased by 7.6 per cent., and that London's increase in this category was 6.2 per cent.

Nearly 62 per cent. of the shipping that uses the Port of London, is accommodated in the Port of London Authority's Docks and consequently the accumulated tonnage that used the docks during the eight months to November, 1929, was a record in their long history.

The Port of London Authority's figures for goods show that the quantity of goods handled by them was 7.2 per cent. (98,640 tons) higher during the eight months ended November last, than during the similar period in 1928. An increase of 15.2 per cent. compared with 1928 on the goods warehoused was largely accounted for by additional shipments of softwood. There were also additional arrivals of fruit, vegetables and paper.

The tonnage of exports handled by the Port Authority during the eight months, increased by 3.6 per cent. compared with 1928, the total of 497,742 tons being the best since the corresponding eight months in 1920.

London's prosperity is due to a combination of circumstances. First place must be given to the vastly improved dock accommodation and equipmnt provided by the Port Authority during their 21 years' régime, together with the dredging of a wider and deeper navigable channel in the river. The development of industry in the South is playing no small part towards increased imports and exports, and the economies effected by the Port Authority, together with the benefit derived from de-rating, have made it possible to apply reduced charges, which, in the aggregate, represent a saving to shipowners and merchants using the Port at the rate of over £250,000 per annum.

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Mr. J. D. Gilbert, D.L., J.P., has been re-appointed to represent the Port of London Authority on the Thames Conservancy for the next three years.

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The Port of London Authority have made certain reductions in the dues on ships using the docks of the Authority, and have adopted a revised schedule of such rates, which came into force on the 1st January last. The principal alteration relates to vessels in Class I, *i.e.*, vessels laden from or for ports outside Europe, outside the Mediterranean Sea and the Black Sea. The rate on these ships, which was 2s. 2½d. per net registered ton less 10 per cent., has been reduced to a net figure of 1s. 10d. per net registered ton. There are several other alterations and revisions which are more or less consequential on the reduction to Class I ships. The saving to Shipowners represented by the new schedule is estimated at about £75,000 per annum.

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Following upon the completion of the million and a quarter pounds improvement scheme at West India and Millwall Dock, vessels of larger size are now using that system.

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Works at the docks involving an aggregate expenditure of nearly £55,000 were reported to the Port of London Authority at a recent meeting as having been completed during the past few months. These works, which, in an undertaking of smaller magnitude than the Port of London would be regarded as of the first importance, include renewal of quays, railway and crane tracks, hydraulic mains, renewal of floors and glazing roofs of sheds, overhaul of machinery, relaying of roads, repairing of lock gates, equipment of offices, provision of sanitary and washing accommodation and drainage.

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The jurisdiction of the Port of London Authority extends from Teddington to an imaginary line between Warden Point and Havengore Creek (Essex), a distance of nearly seventy miles.

News from all Parts.

Parry, Leon & Hayhoe's Office at Beira.—At the request of many of their clients throughout Rhodesia and the Union of South Africa, Parry, Leon & Hayhoe, Ltd., the well-known steamship, shipping, forwarding and insurance agents, have opened an office at Beira, Portuguese East Africa, and can now give the same efficient service at Beira as it has been their pleasure to render at the other ports. The Company have their own offices and stores at Cape Town, Durban, Port Elizabeth, Lourenco Marques, East London and Johannesburg, at all of which places they maintain an efficient staff, thoroughly conversant with the many and intricate requirements of the Customs, Harbour and Railway Departments.

New Passenger Steamboat for the G.W.R. — Messrs. Alexander Stephens, Linthouse, Glasgow, have at present under construction a new Passenger Steamer for the Great Western Railway, which is expected to be launched on the 15th January. The new vessel will be a fine addition to the Great Western Railway Company's Channel fleets; its dimensions will permit it to be used as an auxiliary for the Channel Islands Service as well as the Irish Service, and it is hoped the ship will be completed early in March, and will be available for the daylight service to the Channel Islands during next summer. As an auxiliary to the present very fine boats, the "St. Julien" and "St. Helier," there is no doubt that the new boat will be very much appreciated by the Channel Island passengers. The dimensions of the vessel are 290 ft. long, 41 ft. beam, and 17 ft. moulded depth. The propelling machinery is the latest Parsons improved single reduction gear turbines, supplied with steam from four oil-fired boilers, designed for a pressure of 230 lbs., and the vessel is expected to attain a speed of nearly 20 knots on trial. Special care has been taken in the sub-division of the vessel by a large number of watertight bulkheads. All watertight doors being controlled from the Bridge, and every device is provided for the safety of the passengers. The vessel and machinery throughout is being built under Lloyds Special Survey and to the latest Rules and Regulations of the Board of Trade, and the vessel will accommodate 1,000 passengers. A number of single-berth cabins are provided, the remainder being two-berth cabins. As the vessel is both a "Summer" and "Winter" boat, provision is being made for portable cabins on the promenade deck, which can be removed during summer to provide a tea lounge on port and starboard sides. Sleeping Accommodation is provided for 216 first class, and 116 third class passengers. As much deck space as possible is provided for by a special deck on a level with the navigation bridge, as well as ample spaces on boat and promenade decks. The vessel has been designed to reduce, as much as possible, "top hamper," and the stability of the vessel has been carefully considered to give maximum comfort to the passengers.

White Star Line Cruises for 1930.—In the first few months of 1930, five White Star Liners with a total tonnage of 108,579, will make nine cruises to the west Indies, or Mediterranean and Egypt. During these cruises a distance of close on 100,000 miles will be covered, close on 50 ports visited. A new feature of the White Star Line cruise schedule is the inauguration of cruises from England to the Mediterranean. The "Megantic," has been specially chosen to make these cruises, the first sailing being from Liverpool and Southampton on January 18th and 20th, respectively, and the second from Southampton on February 8th. These two pleasure cruises will each last 19 days, and are Cabin class only, a fact which gives the tourists the run of the ship. The steamship fare for each cruise need not exceed £30.

Southampton Docks.—Although it is not yet possible to refer to actual statistics in regard to shipping activities at the Southampton Docks during 1929 it is nevertheless apparent that new records have been established for shipping tonnage entering, and the number of passengers passing through the Docks. In each instance the yearly total registered for 1928 was surpassed during the eleven months ending November, 1929, and it is highly probable that the shipping tonnage using the Docks in 1929 will exceed that of the previous year by 1,500,000 tons. In this connection it is interesting to note that the amount of shipping handled has shown a substantial increase each successive year since 1924. Southampton's position as premier passenger port of the United Kingdom will be even more securely established when the final figures for 1929 are published as the record total of 1928 has been eclipsed by more than thirty thousand. Since 1921 the number of passengers dealt with annually has increased by nearly 200,000.

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News from the Ports.

Merseyside Area.

Liverpool Shipping and Forwarding Agents' Association.—At the December meeting of the Council of the Liverpool Shipping and Forwarding Agents' Association, Mr. G. C. Horton was re-elected chairman, and Mr. W. R. Lloyd, vice-chairman for the ensuing year. Mr. A. G. Taylor, of Sutherland International Despatch, Ltd., 17 Brunswick Street, Liverpool, has been elected a member of the Council. Strong and representative as is the Association, the Council is not satisfied to let well alone, and being of the opinion that every forwarding agent practising in the city should be a member, is about to embark on another membership campaign. Mr. S. Leslie Jude, the secretary, suggested to the Council at their December meeting, certain methods of approaching non-members and these were approved by the Council. The Dinner Committee of the Association held a meeting in the early part of January with the object of completing the arrangements for the Annual Dinner which will be held at the Midland Adelphi Hotel, Liverpool, on Saturday, January 18th. We are informed that amongst the principal guests will be:—The Lord Mayor of Liverpool; Sir Edwin Stockton, J.P.; Mr. A. W. Heard (chairman, British Association of Shipping and Forwarding Agents); Mr. F. J. Marquis (Liverpool Organisation); the Collector of Customs (Liverpool); the Postmaster (Liverpool); Mr. M. E. Duffett (President, London Shipping and Forwarding Agents' Conference); Mr. H. P. Lumb (Manchester Shipping and Forwarding Agents' Conference); District Goods Manager (L.M.S.); the Chairman, Liverpool and District Railway Conference; the President of the Liverpool Consular Corps; and representatives of the Mersey Docks and Harbour Board and the Liverpool Chamber of Commerce.

New Shipping Service.—The Leyland Line have opened a new direct shipment service of fruit steamers from Porto Rico to Liverpool.

Primage. — The British and African steamship companies notify traders that the primage of ten per cent. now being charged has been increased to 20 per cent., half of which is to be returned promptly and the other half is to be paid within seven months of the half yearly claim for it. In addition, substantial rebates are to be allowed on the net freights received, i.e., less primage, and are to be paid within two weeks of the receipt of the quarterly claims for them. The outcome of these rebates will be to reduce substantially the net rates for the large number of shippers who confine their shipments to the lines maintaining regular services.

De-rating Benefit. — As from the 1st January, reduced charges have been made for the haulage of traffic between the dock estate and the railway stations at Liverpool. These reductions have been made possible by the saving in local rates on the dock estate which will be brought about by the Government De-rating Scheme.

"Fiercely Competitive."—Sir Thomas Royden, chairman of the Cunard Steamship Company, addressing a meeting of employees said no trade in the world was so fiercely competitive as that of the steamship owner who was in competition with a large number of foreign companies who were supported by their Governments with subsidies and given every conceivable form of financial assistance. British companies had to rely on giving the finest steamship service in the world.

All's Well.—Mr. R. D. Holt, ex-chairman of the Mersey Docks and Harbour Board, announces that there has been a very considerable improvement in trade during the last few months and the port of Liverpool is in a very satisfactory position.

Consular Corps.—Mr. Alberto Phillips, Consul-General for Chile has been re-elected president of the Liverpool Consular Corps for 1930.

Dock Board's New Chairman.—Mr. A. W. Bibby has been elected chairman of the Mersey Docks and Harbour Board for the ensuing year. The re-election of Mr. Richard D. Holt for another year would have been proposed but for the fact he is going on a foreign business tour which, probably, will last six months. Mr. Bibby, who, for many years, has been the nominee of the Ministry of Transport on the Dock Board, is senior partner in the firm of Messrs. Bibby Bros., and Co., Liverpool and London, and is chairman of the Bibby Steamship Co., Ltd.

Manchester Area.

Manchester Conference.—Mr. H. P. Lumb presided over a good attendance of members at the December meeting of the Manchester Shipping and Forwarding Agents' Conference. Most of the business was of a private character and concerned items that had been brought forward from previous meetings.

Ship Canal Progress.—News of satisfactory progress comes from the Manchester Ship Canal Company. For the first eleven months of this year the gross revenue receipts showed an increase of £19,000 over the corresponding period of last year, the returns being £1,302,441 and £1,283,381 respectively. The expansion in traffic has been regular throughout the year, except in the month of November, when a setback was experienced, traffic receipts for that month being £1,128 less than in November, 1928. In recent months some improvements have been effected in the steamship services to and from Manchester. Recently the railways at the port of Manchester have been extended and new plant and equipment installed, where required, including a 60-ton floating crane. At the lower end of the Canal the policy of providing more and more facilities for receiving and handling cargo is encouraging trade, particularly at Ellesmere Port and Stanlow. The total oil storage capacity at Stanlow is now about 110,000,000 gallons.

New Shipping Services.—Amongst recent developments in the shipping services of Manchester is that of the Reardon Smith Line, which entered the Pacific Coast-United Kingdom trade a little over twelve months ago with a monthly service homewards. The service has since been increased to a fortnightly one. As Furness Withy also maintain a fortnightly service with the Pacific Coast ports it will be seen that importers interested in this trade have excellent steamship services with Manchester. The resumption of trade with Russia has resulted in several steamers loading at Manchester, principally with textile machinery. Sailings have been at monthly intervals, and it is anticipated that the service will be continued and possibly increased.

Beneficial to Manchester.—The trade of the port, states the Manchester Ship Canal Co., should be favourably influenced by the recent decision of the Liverpool Corn Trades Association to amend its Future Delivery Contract form to include the tender of wheat at Manchester. Under the new contract wheat is deliverable ex store in Liverpool or at seller's option ex the grain stores of the Manchester Ship Canal Company at Manchester Docks. The storage room available to shippers has been enormously increased. The two grain elevators at Manchester Docks have a capacity of 3 million bushels (80,000 tons).

Shipment of Locomotives.—The dispatch of locomotives is becoming a feature of Manchester dock traffic. In November, twelve locomotives and tenders were shipped for India and two sleeping coaches for Port Sudan. The locomotives and tenders, which were shipped fully-assembled, were destined for the Bombay, Baroda and Central Indian Railways and the Assam-Bengal Railways.

Tyne and Tees Area.

Tyne Shipbuilding. — During 1929, the returns show, 69 vessels, of 284,161 total gross tons, were launched on the Tyne, as compared with 70 vessels and 315,012 tons in 1928—a decrease of one vessel and 30,851 tons. Only six firms are in operation, or about half the number there used to be before the war; but the capacity for production is very large, as the facilities are equal to all demands. Swan, Hunter, & Wigham Richardson, Ltd., again led in 1929, with an output of 28 vessels of 99,797 tons. The shipbuilding prospects on the Tyne for the present year are good, thanks mainly to the large number of oil tankers ordered for Norway. The total output of ships on the North-East coast is 206, with a tonnage of 729,417 tons.

Two Big Schemes.—For years the cross-river facilities at Shields and the future of Jarrow Slake have been debated, but now definite moves forward are announced. Thus, a survey is to be made officially in regard to the bridge or tube railway that is proposed at the mouth of the Tyne, which would give a continuous road from Berwick down the coast to Hull. Matters are progressing even more swiftly in connection with the future of Tyne

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Dock and the development of Jarrow Slake; and the making of a 1,000 feet dry dock is even hinted at as within the bounds of probability.

Scotswood Bridge.—Newcastle City Council has decided to carry out the strengthening and widening of Armstrong Bridge, in conjunction with Durham County Council, at a cost of £32,400, to which there is a Government grant of 60 per cent.

Proposed New Dry Docks.—Sir George Renwick, ex-M.P. for Central Newcastle, is promoting a dry docks enterprise for the Tyne which should eventually provide work for 3,000 men. The site of the projected docks is the Renwick and Dalgliesh shipyard at Hebburn, an enterprise of Great War days which was completed just when the slump in shipbuilding commenced and has now been abandoned. Two docks are planned, each 600 to 700 ft. long. Sir George was one of the founders of the Manchester Dry Docks Co. in 1893 and has been its chairman ever since. Ten years earlier he formed the Tyne Pontoons and Dry Docks Co., afterwards sold to Swan, Hunters.

Humber Area.

Dock Extension at Hull.—Hull shipowners and merchants who have been pressing for some years for the completion of the King George Dock are pleased to know that the matter is at last receiving the active attention of the London and North Eastern Railway Company. A letter received by the Chamber of Commerce and Shipping from the Company intimates that the plans and estimates are well in hand for the south-west arm, the construction of which was interrupted by the war. The continual increase in the number of large-sized steamers visiting Hull makes the provision of this extra space absolutely imperative.

Stimulating Trade.—The Hull Development Committee is serving a very useful purpose in endeavouring to stimulate the trade of the port. It ascertained that trade was being lost to Sheffield owing to the lack of direct shipments between Hull and Calcutta and promptly took steps with the local companies interested to investigate the possibilities of setting up a line. The Aberdeen and Commonwealth Line, which maintains a regular service between Hull and Australia, made representations concerning the system in vogue in Hull of weighing Australian wheat, and the suggestion was advanced to the Corn Trade Association and the Chamber of Commerce that bags should be weighed four at a time. A number of other proposals have also been brought before the Chamber of Commerce with the view to improving the methods of discharge so as to increase the attractiveness of Hull as a port for liners sailing to a fixed itinerary.

Clyde and Forth Area.

Port Developments.—The report by the Port Facilities Committee which was appointed by the Chamber of Shipping of the United Kingdom recommends that the Port of Glasgow is one at which sound schemes of development are urgently required. The completion of the docks at Shieldhall is advocated.

Oil Tanker Repaired. — The Grangemouth Dockyard Co., Ltd., have completed extensive temporary repairs and strengthening work on the oil tanker motor ship, "British Chemist," which was seriously damaged some weeks ago by an explosion which took place on board the vessel. Before the damage to the ship's side could be dealt with she had to be listed to port to an angle of about 14 degrees and this was done by filling the undamaged port tanks. The portion of the shell blown out and hinged over was thus left exposed clear of water and was cut off by means of pneumatic cutting machines driven by compressed air obtained from the main compressor of the vessel. As can be understood the work had to be carried out under difficult conditions, but the Grangemouth Dockyard Coy. completed the big task in the most expeditious manner.

Too Steep Bridge. — The structure of the proposed bridge over the Clyde, at Finnieston, is causing some concern. The gradients at either end of the bridge are said to be too steep. A deputation comprising representatives of the Glasgow Horse and Motor Contractors' Association, the Scottish Co-operative Wholesale Transport Department, Messrs. Wordie & Co. and Messrs. Cowan & Co., carting contractors, and the L. & N.E. and L.M. & S. waited upon the sub-committee of the Corporation. The representatives pointed out that the proposed gradients were too steep for horse traffic and the Committee agreed to continue further consideration of the matter.

Obituary. — Two well-known gentlemen in shipping circles have passed away. Mr. William Brown, C.B.E., was the Managing Director of William Simons & Co., Ltd., Renfrew. Shipbuilding and engineering on the Clyde have lost in Mr. Brown one who was associated with development and progress for over 60 years. The late Mr. James Cormack was head of the firm of James Cormack & Co., Leith, who carry on an extensive trade with the Baltic ports. For a number of years Mr. Cormack represented the shipowners on Leith Dock Commission.

Methil Dock.—Mr. Thomas Stenhouse, Traffic Superintendent at Methil Dock, has retired after over 50 years service on the railway. He was a very popular figure and he carries into retirement the esteem of the shippers and merchants in the busy Fifeshire port.

South Wales Area.

Tippers and Trimmers Refusal.—The shipping congestion at South Wales ports arising from the large arrivals of vessels, delayed by storm weather, together led to the Employers Section of the South Wales Area Trimming Board requesting that from December 19th to after the Christmastide trimmers should work an extra two hours per shift with payment at eighteenpence per hour beyond scale in order to avert ships being diverted from the Bristol Channel ports. Notwithstanding that on December 19th, 58 vessels were awaiting berths and 250 vessels were expected to arrive at any time, the men's side of the Board declined the proposal. At Swansea the L.M.S. Coy. militated matters somewhat by putting on an extra gang. The men's argument was that a "state of emergency did not exist."

Hague Conference Results.—The Italian State Railways are now preparing to accept tenders for supply of 1,000,000 tons of Welsh and North Country coal for 1930 use, which was agreed upon at the Hague Conference. It is believed that the bulk of the deliveries will be Monmouthshire coals as these were specially favoured in the days when the Italian State Railways took, annually, 3,000,000 tons of Welsh coal. The representative of the Italian State Railways, Signor Dott. G. Mastrocinque has arrived at Cardiff to take charge of the shipment and supervising of the contracts. He is well known in South Wales, having in 1907 opened at Cardiff the Italian State Railways office, remaining until 1909 and returning in 1916 until 1919. He was subsequently head of the Italian Coal Commission at Essen, being in charge of the transit of reparation coal to Italy.

Obituary.—The death has occurred of Mr. J. Ralph Williams, Whitchurch, a well-known Cardiff docksman and a former director of Messrs. Watts, Watts & Coy., Cardiff and London.

Cardiff Steel Trade Development.—The largest blast furnace in the British Isles was "blown in" at Messrs. Guest, Keen and Nettlefords, Ltd., Dowlais Steel Works, East Moors, Cardiff, late in December. The furnace has an output capacity of 4,000 tons per week and will increase the Cardiff steel output by this amount. The second largest blast furnace, with 3,700 tons weekly output capacity, is at the same works.

Tin Plate Trade Prospects. — The prospects of the Welsh tin plate export trade for 1930 are on all hands reported very bright. Most manufacturers report being "well sold" over the first six months of the 1930 year. In 1929, an average working of 75 per cent. capacity was reached by South Wales tin plate works and at least ten per cent. increase is estimated for 1930.

Irish Ports.

Freights on Exports and Imports between the Irish Free State and Great Britain.—At a meeting of the Irish Cattle Traders' and Stock Owners' Association, held in Dublin, the question of high freights on exports and imports between the Irish Free State and Great Britain was discussed, and a resolution, on the proposition of Senator Counihan, was adopted as follows:—"That the Executive Committee of the Irish Cattle Traders' and Stock Owners' Association having regard to the exorbitant freights on exports and imports to and from Great Britain, due to lack of shipping competition at Irish ports, and to the fact that 95 per cent. of such exports and imports are with Great Britain, request the Free State Government to open up negotiation with the British Government with a view to the passing of legislation establishing a joint tribunal to fix maximum rates of freight between the two countries for live stock, agricultural produce, and all classes of merchandise passing between both countries." Copies of this resolution were directed to be sent to the President of the Free State Executive Council, and to the

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Minister for Industry and Commerce. At the meeting it was incidentally learned that a Conference was to be held early this year between the transit companies and representatives of the producers and traders to consider the question of freights.

The Port of Sligo.—At the Annual Meeting of the Sligo Harbour Board, Mr. H. Campbell Perry was re-elected Chairman. In his address Mr. Perry referred to the improvements that were being made by the Harbour Board, and said that in view of the tendency for ships to become larger, the Board had decided to extend the new jetty by a further 24 feet, which, when completed, would give one continuous concrete jetty that would be 247 feet in length, and would accommodate any vessel likely to visit the Port of Sligo. In a review of the trade of the port during the past year, the chairman said that the figures would convince everyone that Sligo as a port on the north-west coast of Ireland was very much alive, and well to the front as a trading centre. The total revenue of the Harbour Board from shipping for the year ended November 30th, 1929, was £10,958, an increase of £602, over 1928; harbour dues for the past year were £3,324; import dues, £4,656; and export dues, £706, all of which showed increases compared with 1928.

Newry's Trade with Liverpool.—Mr. D. Barry, General Manager of the British and Irish Steampacket Company, recently intimated to the Newry Port and Harbour Trust that it was the intention of the Company to place a modern and up-to-date vessel on the Newry-Liverpool service by August next, provided that the Newry Canal was made fit for the passage of a steamer of 3—4 feet beam, otherwise the service would have to be suspended. The Harbour Trust decided that Mr. Barry's letter should be referred to a joint committee of Newry Urban Council and Harbour Board, as it was considered that it would be a serious matter for the port if the cross-Channel service were suspended at any time.

Newport Chamber of Commerce.

A VERY influential company met on the occasion of the Annual Dinner of the Newport Chamber of Commerce, under the Chairmanship of Mr. H. Ivor Smith, the President. Amongst those present were:—Rt. Hon. Sir Halford Mackinder, P.C., Mr. W. P. Miles, the High Sheriff of Monmouth, Councillor W. H. Brinsmead Williams, Mayor of Newport, Principal J. F. Rees, University College of South Wales, Mr. T. H. Mordey, Jr., J.P., President, Cardiff Chamber of Commerce, Mr. Chubb Jones, President, Swansea Chamber of Commerce, Mr. A. W. Heard, Chairman, British Association of Shipping & Forwarding Agents, Mr. M. E. Duffett, Chairman London Shipping & Forwarding Agents, and the Secretary, Councillor A. E. Pugh. It is interesting to record that Mr. W. E. Heard, of Jones, Heard & Co., one of the founders of the Chamber of Commerce, who occupied the position of President in 1889, is still enjoying good health at the advanced age of 93 years, and is very highly respected and honoured in Newport.

After dinner had been enjoyed, some excellent speeches were delivered dealing with the various toasts. The speakers included, Mr. T. H. Mordey. The Mayor of Newport, Sir Thomas W. Allen, Principal Rees, Mr. W. P. Miles, Mr. Chubb Jones and the Rev. Father D. Hickey. The speech of the evening, which was listened to with the closest attention by those present, was that delivered by Sir Halford Mackinder, the guest of the evening, who said he had been asked to be present that evening with the question on the lips of his hearers—"Watchman, what of the Night?"

Setting forth the position as he saw it, the speaker said there were certain things done upon which they were all agreed. They were importing more than ever, but they were exporting less than immediately before the War. There were more employed in this country than ever before, but they had also large numbers of unemployed. What was the matter? England's position at this time was, that she was suffering from the change of life! They were adapting themselves to a new condition of the World, and it was not a pleasing process. Rationalisation was not an agreeable process for those who were subject to it. It meant the side-tracking of many highly deserving people. Sir Halford quoted a sentence from a poem which he considered one of the greatest: "Wisdom lies in the masterful administration of the unforeseen."

Britain might retain the carrying trade and the banking trade, but ultimately the only basis on which she could be safe was that she should export the products of her industry. It was the trade of the united Empire with the outer World, which would be the basis of the prosperity of the British race of the future. That was true Imperialism; that was to give a real economic meaning to the Commonwealth of nations.

Overseas News.

Czechoslavakia. Imports and Exports of Motor Cars.—The Czechoslovak motor manufacturers are asking the Government to extend to the motor works the stipulations contained in Article 5 of the Convention relating to the abolition of restrictions on imports and exports that comes into force at the beginning of July. This Article allows of the maintenance or introduction of restrictions on imports and exports when the existence of certain brands of production is considered to be at stake.

Poland to Buy Four Cargo Boats.—A Warsaw message says the Ministry of Trade and Commerce has decided to purchase abroad four cargo boats in order to establish a new steamship line between Gdynia and the North Baltic ports.

New America-East Indies Line. Five New Vessels to be Used.—The Norwegian Klaveness Line is commencing a new service between American Pacific ports and Java and Sumatra. The route followed will be:—Shanghai, Hong Kong, Singapore, Penang, Belawan, South Sumatra, Java, Macassar and Balik Papan, whence steamers will return direct to America. The service on the North China route is to be provisionally combined with the Dutch East Indies service, but it is intended to maintain the Dutch Indies service with five new motor ships, namely, the "Pleasantville," "Cornville," "Roseville," "Granville," and "Leoville," each of 9,000 tons deadweight. The new line refuses to join the Dutch East Indies Freight Conference, and sharp competition with the Java Pacific line is to be expected shortly.

Spanish Mercantile Marine.—In order to stimulate national shipping enterprise, the Spanish Government has nominated a special committee, consisting of the Ministers of the Navy, Finance and Public Works, to draw a programme up for the expansion of the Spanish merchant marine, which now consists of 73,400 tons of sailing and 1,130,000 tons of steam and motorship. The new programme will provide for the construction of several high-speed liners and the institution of more frequent sailings between Spain and the United States, with New York as the terminus. The Committee will present a detailed report to the Government early this year.

New American Mail Boats. Postmaster General's Programme.—A Washington message says that the Postmaster General has announced that the replacements of ships on the thirteen ocean mail routes proposed by the Post Office Department would reach a total cost of 245,000,000 dollars (£49,000,000). The ships which will be built under this new construction programme include three Class One vessels of 45,000 tons with a speed of 28 knots, of which the total cost would be 90,000,000 dollars and which would ply on the North Atlantic route from New York to Cherbourg and Southampton, to be completed within six years; also four Class Two vessels, costing 32,000,000 dollars, to be completed within eight years for the New York-Plymouth-Cherbourg and Hamburg route; and four Class Three ships, costing 16,000,000 dollars, for the New York-Plymouth route, to be completed within eight years.

Dredges Required in Mexico.—A Mexico City message says that the Federal Government will shortly place orders for four large dredges, at an average price of 500,000 pesos (£50,000) each. The first delivered will be used for dredging the harbour of Vera Cruz, which, with an area of 550 acres, is the most important sea-port in Mexico.

Belgian Shipping Companies to Amalgamate.—It is announced that following a conference between the Ministers of Finance and Transport with the Minister of State, M. Francqui, an agreement was reached for the fusion of the Compagnie Maritime Belge du Congo and the Lloyd Royal Belge and the constitution of a new company with a capital of 150 million francs.

REUTERS TRADE SERVICE.—By special arrangement with Reuters Trade Service we are publishing news items from all parts of the world dealing with transport matters.

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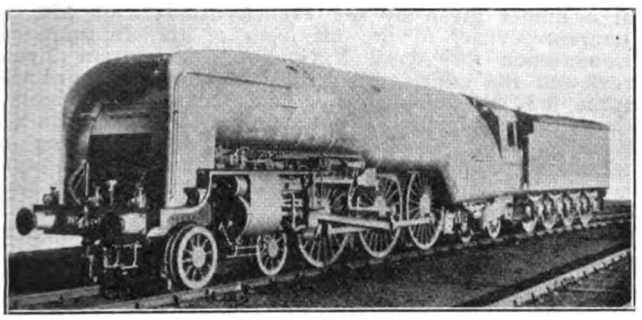
Railway Notes and News.

New Wonder Engine for the L.N.E.R.—The London and North Eastern Railway Company have recently completed a new locomotive of unique design for use on their East Coast Route express passenger services. In outward appearance this new engine is an entire departure from previous practice in locomotive design in this country and many of the constructional details are very novel. The boiler has been constructed to the extreme limits of the railway gauge and there is no room for a chimney to project above the boiler. The chimney has, therefore, been sunk within casing plates, which are so arranged as to throw the smoke upwards and clear of the driver's view from his position on the footplate. Considerable experimenting was undertaken, and the new outstanding design was arrived at by tests which were made with a model of the locomotive in a wind flume with air currents of speeds up to 50 m.p.h. The results indicate a bold departure from the conventional appearance. The importance of the engine driver of a modern express train having a perfectly clear view ahead is a matter of safety. The locomotive possesses the unusually high boiler pressure of 450 lbs. per sq. inch, which is the highest pressure which has ever been used for a British railway locomotive. The pressure hitherto used has been between 200 and 250 lbs. This high pressure has necessitated the use of a boiler of the water tube type, which has never previously been applied to a locomotive. The object of using high pressure is fuel economy. The new engine possesses a



THE L.N.E.R. HIGH PRESSURE COMPOUND EXPRESS LOCOMOTIVE NO. 10,000, REFERRED TO IN TEXT.

wheel arrangement 4—6—4, known as the "Baltic" type, this being the first tender locomotive with this wheel arrangement to be constructed and operated in this country. The 6 coupled driving wheels are 6 ft. 8 in. in diameter. One of the most striking features is that the whole of the air supplied to the firegrate is pre-heated, the supply being taken from the front of the smokebox, passing down a space between the boiler and the casings. The engine is a 4-cylinder compound. The two high pressure cylinders which are made of cast steel (a new feature) are 12 in. in diameter and 26 in. stroke driving on to the leading coupled wheels. The two low pressure cylinders are situated outside the frames and drive the intermediate pair of coupled wheels. They have a diameter of 20 in. and a stroke of 26 in. The new engine has been constructed entirely of British steel by British workmanship to the designs and inventions of Mr. H. N. Gresley, C.B.E., Chief Mechanical Engineer of the London and North Eastern Railway Company, and was constructed at the Railway Company's works at Darlington, the high pressure water tube boiler being supplied by Messrs. Yarrow and Company, of Glasgow, the well-known makers of marine water tube boilers, who collaborated with Mr. H. N. Gresley in the production of this unusual component. The engine is the longest and heaviest passenger locomotive in Great Britain, weighing with its tender of the well-known Flying Scotsman corridor type, nearly 170 tons.

Mr. R. H. Selbie's New Year Message.—The following New Year message from Mr. R. H. Selbie, Chairman of the Railway General Managers' Conference, is printed in the January issue of the *Railway Newsletter*:—The year that has just closed has been brighter than its predecessor for railway interests. Traffics generally have been better and the Companies mainly responsible for the heavy business, particularly coal for shipment, have shown substantial increases in gross receipts. Passenger traffic still lags behind in spite of the efforts made by the Companies to encourage it by means of special and reduced fares and improved services. There has not yet been time for the effect of the various agreements which have been entered into between the Railway Companies and the Proprietors of the principal Road Services to be felt but, if the usual result follows the elimination of unreasonable competition, the Railway Companies' passenger receipts should soon be once more on the upward grade. The working expenditure of all the Railway Companies has been assisted during the past year by the deduction of 2½ per cent. from salaries and wages which was first arranged by agreement with the Railway Trades Unions for a period from August, 1928, to November, 1929, and has since been renewed by mutual agreement for a further six months. The fact that it has been possible to make and to renew an agreement of this character without any outside interference is clear evidence of the better understanding that exists between railwaymen and their employers, and should go a long way towards re-establishing the confidence of the public in railway investments. There are signs of an awakening to the fact that, as the railways have long since ceased to hold any monopoly of the transport work of the country, they must, if they are to fulfil their proper functions, be freed from many of the hampering restrictions placed upon them when that monopoly existed. A great vista of possibilities is opened up by the introduction of this question and it is hoped that the coming year may see some progress made in their exploration. We look forward with great interest and no small amount of confidence to the year 1930.

News from the G.W.R. Magazine. — Writing in the January issue of the G.W.R. Magazine, Mr. James Milne, C.S.I., the General Manager of the Great Western Railway, says:—"My predecessor, Sir Felix Pole, was able to pay tribute to the staff of all departments on the results of their efforts during the previous year. To-day, I am proud to be able to record that still further progress has been made during the year that has just closed, and I venture to say that when the results of the year's working are published, they will demonstrate that the Great Western Railway continues to hold its high place in the world of transport. I would like to take this opportunity to thank all the officers and staff for the loyal support which they have given me since my appointment as General Manager. With a continuance of this support, we can look forward to further progress in 1930." The G.W.R. have 530 containers available for use in connection with the conveyance of various types of traffic. The first system of regional control of cartage operations has been established at Marlborough, embracing some 76 stations and 16 country lorry services. This scheme affords cartage facilities over an area of 1,000 square miles. Just a year ago on January 1st the first of the Rail-Road agreements sanctioned under the Railways Road Powers Act was announced. Since that time the Company have acquired a financial interest in practically all important Road Transport undertakings operating in G.W. territory.

Big G.W.R. Programme for 1930.—In addition to the £5,000,000 to be spent in connection with the Government's schemes to relieve unemployment and the £700,000 the capital equivalent of the Remission of Passenger Duty, the following items are included in the G.W.R. programme for 1930:—161 new passenger vehicles, 30 milk and perishable traffic vehicles, 2,771 freight wagons, 10 King class locomotives, 20 Hall class locomotives, 70 tank engines, 100 horse-drawn vehicles, 56 trailers, 21 modern type weigh-bridges, a new steamer for Fishguard-Rosslare route.

More Large Wagons for the L.N.E.R.—The L.N.E.R. are to construct 25 additional fifty-ton wagons for the conveyance of bricks and 125 twenty-ton wagons for the carriage of locomotive coal. This is in accordance with the London and North Eastern Railway Company's policy of providing large wagons wherever they can be usefully used. Wagons, each of which will hold forty tons, have been used by the L.N.E.R. for the past 27 years to carry coal from the Ashington Collieries to Blyth for shipment. At the present time there are 130 of these wagons in use. Wagons holding forty tons of coal are used for engine purposes.

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Air Transport Notes.

Imperial Airways.—A recent issue of "Imperial Airways Gazette" contains some interesting information. The following statistics include for the first time the total figures for the European services, the Cairo, Baghdad, Basra service, from 1926 to March, 1929, and the England-India service, from March, 1929, until the end of October last. From April 1st, 1924, to October 31st, 1929. Miles flown, 5,328,663; passengers carried, 127,889; freight carried (tons), 4,189.5. Imperial Airways have recently taken delivery of the first three-engined small aeroplane, specially designed for long distance "air taxi" work. Several air traffic records have been broken recently. The total number of passengers carried across the Channel during October was far in excess of the figure for the month in any previous year. Although not actually the fastest on record, several remarkably rapid flights have been completed recently in 18-seater Argosy type air liners. The 320 mile journey from London to Cologne was covered in a flying time of only 145 minutes, which is the equivalent of 132 miles per hour over the ground. The same journey takes from 15 to 20 hours by boat and train. A sister ship carrying 17 passengers and a crew of three flew from London to Paris, 225 miles, at an average ground speed of 145 miles per hour. The first triple engined aeroplane which has been designed specially for long distance special charters, was recently taken delivery of by Imperial Airways. It is a Westland IV Cabin Monoplane. This little Monoplane has one long wing which passes right over the Passenger Cabin and is the highest part of the aeroplane. Four passengers are accommodated in an extremely comfortable cabin. Each has a separate cushioned arm-chair, two being arranged to face forward, and the remaining two aft. A small folding table is fixed beside each chair. The cabin is decorated in polished mahogany and whitewood, with curtained windows and a carpeted floor. Fitted above the windows are the usual racks for light luggage. The cabin is also fitted with a clock, and height and speed indicators, and by a system of ventilation, the temperature can be regulated at will by the passengers. A lavatory is situated aft of the passengers' saloon, and alongside the baggage compartment. As the passengers are seated under the wing they have an uninterrupted view of the ground below. The pilot and pilot engineer sit in an enclosed cockpit which is forward of the passenger cabin with a communicating door between. All the usual instruments and controls are included, and there is a fitting which is often seen on motor vehicles, but seldom on aircraft; a mirror in which the pilot can see the tail, also whether everything is clear, both in the air and on the ground, before he takes off. The landing wheels incorporate brakes which are designed to facilitate landing and taxying in confined spaces. The wide track of the wheels is an advantage for a 'plane used on special charters, as it sometimes is necessary to visit aerodromes where the ground is uneven. The widespread points of contact aid stability considerably when landing, taxying, or taking off. Power is provided by three Cirrus-Hermes engines, a higher powered development of the engine which was used on the light aeroplanes in which Squadron-Leader Hinkler flew to Australia, and Lady Bailey round South Africa. With the total horse power of 300, a cruising speed of 90 miles per hour is attained, and the machine can maintain height on two engines.

Cardiff's Aerodrome. — The Cardiff City Council has acquired a large site off the Splott foreshore for lay-out as an aerodrome and aeroplanes landing ground. The Council is to spend £17,000 on the development of this site, the work to be done including the building of a wall to bound off the site from the foreshore. Approval of the works has already been given.

Aerodrome Site for Swansea.—The Air Ministry has now suggested to the Swansea Council that the only suitable site for a municipal aerodrome for Swansea is at Fairwood Common, and the Swansea Parliamentary and General Purposes Committee has decided to expend all necessary monies in acquiring and developing the site.

Handley Page Clive.—In the December issue of the "Handley Page Bulletin" interesting details are given of the Handley Page "Clive." It is pointed out that the increasing importance which the British Royal Air Force authorities are attaching to heavy transport aircraft, or, as they are more generally called, troop carriers, was made clear in the report on the Kabul operations. The latest type of troop carrier ordered by the Royal Air Force is the Handley Page Clive. The design of the Clive has been largely the result of extensive experience with the Hinaidi. It is in every way a general purpose machine, and can be used for the transport of troops or supplies or as a bomber. It is by no means defenceless like some of the earlier troop carriers. In fact, it has been the deliberate aim of the designers to make the Clive a Service machine in the true sense of the word. With this object in view, two gun positions are provided with Scarff type rings. One is in the nose of the fuselage while the other is in the rear. Particular attention has been paid to attaining the highest possible degree of manœuvrability both in the air and on the ground. The fuselage is of metal, and is rectangular in section. It is covered with doped fabric. From the troop transport point of view the cabin has many new and interesting features. There is a row of windows on either side covered with gauze. Gauze is used to keep the cabin airy and comfortable, especially in hot climates. Folding seats are arranged along both sides of the cabin, and there are racks for the rifles. The Clive carries seventeen fully-armed men. There is accommodation in the cabin for two stretchers, the special large door enabling stretcher patients to be moved in and out with the least disturbance. Sling gear is provided over the door on the port side of the fuselage, and, if necessary, three spare engines and other weighty equipment may expeditiously be loaded into the cabin. Extra tanks for petrol may be carried either to increase the machine's range or for the refuelling of other aircraft after forced landings or at advanced aerodromes.

International Air Relations.—A Paris message says that at a dinner given by the French Minister of Air, M. Laurent Eynac, to the members of the International Commission for Aerial Navigation, M. Laurent Eynac reviewed the efforts of the Commission to co-ordinate from judicial, administrative and technical standpoints the rules applying to international aerial navigation. Such an aim, the Minister declared, by furthering international communications advanced the cause of peace and civilisation. The Canadian Minister, the Hon. Philippe Roy, spoke of the growth of aviation in Canada, and Air Vice-Marshal Sir Sefton Brancker summed up in a few words the importance of the ever-increasing development in the air services between Great Britain and the Continent.

£20,000 Prize for Aviation. Awarded to Curtiss Machine.—The first prize of £20,000 in the International Safe Aircraft competition organised by the "Daniel Guggenheim Fund for the promotion of Aeronautics" for the machine demonstrating the greatest advance in aerodynamic safety without loss of efficiency, has been awarded to the entry of the Curtiss Aeroplane and Motor Company, of the United States, says a New York message. Twenty-seven manufacturers entered planes, but only fifteen presented machines at Mitchell Field, Long Island, for testing and the Curtiss was the only entry to pass all the qualifying requirements. The judges included Mr. Orville Wright, the inventor, Mr. F. T. Davidson, Assistant-Secretary for War, Mr. W. P. MacCracken, Jr., and Admiral Byrd the famous Arctic explorer.

New International Air Port.—It has been decided to establish an international air port for aeroplanes and seaplanes at the Lac du Bourget, near Aix-les-Bains, Savoie.

Development of Air Transport in Spain.—The popularity of air travel in Spain has spurred the Supreme Air Council to further efforts, and there is every prospect that this year will see a big extension of passenger and mail services. According to official returns, the daily service from Madrid to Barcelona and Seville has been well patronised, none of the big three-engined 'planes having to make the journey empty. On many occasions they have had to leave passengers behind because all available accommodation was taken. The new lines under consideration would be one to Cape Juby (North Africa) and thence to the Canary Islands and another from Barcelona to the Balearic Islands. For the Balearic Islands, seaplanes would be used exclusively and for the Canaries, aeroplanes would make the link between Spain and Cape Juby and amphibians would be used for the rest of the distance. So far nearly all the machines employed for the services have been imported from abroad, but arrangements are being pushed forward for the erection of aircraft factories in Spain.

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Merseyside Notes.

FROM OUR OWN CORRESPONDENT.

Liverpool Cart and Motor Owners' Association. — Arrangements are being made for the Annual General Meeting of members of the Liverpool Cart and Motor Owners' Association. This will be held towards the end of this month in the Common Hall, Hackins Hey, Liverpool.

Municipal Transport Officer.—At the January meeting of the Liverpool Corporation Health Committee, a motion will be submitted to the effect that a transport officer be appointed to be responsible for the supervision of all transport connected with the Committee.

Institute of Transport.—The next meeting of the Manchester and Liverpool and District Section of the Institute of Transport will be held at the Midland Hotel, Manchester, on 24th January, when Mr. C. Travis will speak on the subject of "The Railways of Africa."

Proposed Purchase of 50 Buses.—Liverpool Corporation Tramways Committee recommended the City Council at its meeting on 2nd January, to accept the following tenders:—20 Karrier 6-wheel 6-cylinder chassis at £1,010 each; 10 Guy 6-wheel 6-cylinder chassis at £1,012 each; 10 Thornycroft 6-wheel 6-cylinder chassis at £910 each; 10 Vulcan 4-wheel 6-cylinder chassis at £715 each.

Liverpool Short Cart and Motor Owners.—At the time of writing, the date of the Annual Meeting of the Liverpool Short Cart and Motor Owners' Association has not been fixed, but the writer is informed that it will probably be held towards the end of this month. Trade is fairly satisfactory, but what distresses short cart and motor owners is the decision of the Liverpool Corporation Health Committee to give the first preference for available work to the municipally owned stud of horses and wagons.

Personal.—Mr. C. F. Rymer, of Rymers Motor Tours, has returned to Liverpool after a business tour in Canada and the U.S.A., where he has been gathering impressions on different aspects of transport. He considers that Liverpool, with its "tramways mind" is too conservative in transport methods.

Transport Men at Dinner.—Members of the Port Sunlight Traffic Department held their Annual Dinner on December 20th. Mr. G. B. Lissenden presided. This was primarily a "family gathering" and such speeches as there were, were brief and seasonably felicitous.

Horse Haulage Preferred.—Liverpool short cart and motor owners have been a little perturbed by the decision of the local Health Committee that in future no motor wagons be hired until all the Health Committee's horses are fully employed. The respective merits of horse and motor haulage are dealt with in reports by the City Treasurer, the City Engineer, and the Chief Veterinary Officer, and after considering these, the Committee decided by nine votes to six that the Corporation stud of horses be maintained at its usual strength. A proposal that the question be postponed for three months, pending further and better tests of the two systems, was defeated.

18 Tons Limit.—A firm was summoned at Birkenhead for permitting a steam wagon and a trailer owned by them to exceed the maximum regulation weight allowed on the Woodside floating roadway. The lorry was loaded with cases of machinery. The driver said he was not responsible for the load; he was only paid to drive. It was found that the wagon weighed 12 tons, 5 cwts., 1 quarter, and the trailer 7 tons, 8 cwts., 2 quarters, making a total weight of 19 tons, 13 cwts., 3 quarters. The maximum weight allowed was 18 tons, and defendants weight was consequently 1 ton, 13 cwts., 3 quarters above the weight allowed. Defendants were fined 20s.

Motor Bus Tyre Tenders.—Tenders submitted by the Dunlop Rubber Co., Ltd., and Henley's Tyre and Rubber Company, Ltd., for the supply and maintenance of motor omnibus tyres for the twelve months ending 31st December, 1930, has been recommended for acceptance by the Liverpool Tramways Committee.

A Close Preserve.—Birkenhead Town Council has decided not to grant permission to Rymer's Tours, Ltd., Liverpool, Dutton's Motors, Hoylake, and the Tourist Motor Coaches (Southampton), Ltd., to ply for hire in the town for long distance services.

Co-operation.—A working arrangement has been entered into between the Wrexham and District Motor Transport Company and the Great Western Railway Company in connection with the future bus service in the Wrexham area. It is understood that the operation of the service will remain virtually under the control of the Transport Co., and it is probable that the area over which the service operates will be extended.

Road Traffic Bill.—Sir Josiah Stamp was one of the principal speakers at the Annual Dinner of the Liverpool Shipbrokers Benevolent Society. He said he regarded the draft Road Traffic Bill as going a good way towards the solving of the traffic riddle. He particularly hoped that the restrictions dealing with the dangers of the road would pass into law. The whole question of co-operation between not only road and rail transport, but with coastwise shipping services as well, was receiving close consideration and would help, he believed, in a solution of the problem industrially and financially. Sir Percy Bates, who urged the need of co-operation between the four Merseyside boroughs, said "transportation is the biggest thing in civilisation, and unless we realise that we shall be back numbers."

More Buses for Morecambe. — Morecambe-Heysham Corporation intends to borrow £2,600 for the purchase of four omnibuses.

To Go Forward.—Lancashire County Council has decided that "pending further information with regard to the Government Road Traffic Bill, the Bill promoted by the Lancashire County Council for the establishment of a traffic board and area committees for Lancashire should be proceeded with and deposited in Parliament."

Report on Trolley Buses.—Liverpool Tramways Committee submitted to the City Council on 2nd January a report on the relative merits of trackless trolley vehicles and petrol buses. "Liverpool Corporation" states the report, "has no Parliamentary powers to operate trackless trolley vehicles, but such powers are being sought in the Bill which is now being promoted by the Corporation. Trackless trolley vehicles have been tested in connection with different undertakings and adopted chiefly in the smaller towns. They form a type of vehicle between the tramcar and the petrol driven bus, and as such might be of service on established routes where there is not sufficient traffic to justify renewal of the permanent way, but more traffic than can economically be met by the operation of the petrol driven motor bus. From particulars obtained from other towns, it is found that the running costs per car mile of the trackless trolley vehicle are slightly lower than those of a tramcar, but the annual capital charge per car mile is higher, and as it is of smaller seating capacity than the tramcar, the costs per seat mile are in favour of the tramcar, which is the most economical vehicle to operate in well populated districts where frequent services are required. Trackless trolley vehicles are cheaper to operate than motor buses if a reasonable frequent service is required, but in new districts where only an infrequent service is required, the petrol bus is cheaper, as the capital expenditure is much less than for inaugurating a trolley bus service. Each district needs separate consideration as to which is the most suitable type of vehicle for service to meet the requirements of the present residents, as well as having regard to future developments of the district."

Municipal Haulage Contracts.—From time to time one hears expressed the suspicion that aspirants for municipal haulage work are not observing the established conditions of hours and wages for employees. Liverpool Corporation is taking steps to deal with such complaints as reach them, by appointing an investigator whose business it will be to see that the terms of the fair wage clause are being adhered to.

More Co-ordination. — The L.M.S. Railway Company has reached an agreement with the Ribble Motor Services, Ltd., as a result of which the railway company will be partners with the Ribble in the conduct of their road services. It is a condition of the agreement that unless the railway company acquire a number of ordinary shares sufficient to give the railway company a holding equal to the largest other individual ordinary shareholder, the agreement is to be cancelled.

Up-to-date.—The Watch Committee of the Bournemouth Corporation is considering a letter from Mr. W. W. Graham, of the Hants. and Dorset Motor Services, Ltd., asking for permission to substitute six of the latest low double deck covered top buses and three ordinary new 35-seater single deck buses for those at present in use on the Lymington Service.

Motor Hire.—The Works Committee of the Portsmouth Corporation recommends the following tenders for motor hire:—Mr. G. Park, for the supply of 3-ton lorries with tipping bodies at £2 7s. 6d. per lorry per day; Mr. E. Byng, for lorries without tipping bodies at £2 5s. 3d. each per day; and Mr. T. Cobb, for 30-cwt. lorries at £1 8s. each per day.

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Manchester Notes.

FROM OUR OWN CORRESPONDENT.

Drivers' Hours.—Motor drivers' hours have always been the subject of much anxious thought in South West Lancashire transport circles, and whilst there is a big body of orthodox opinion on the matter, organised haulage firms and drivers have always had to contend against freelance operators, sometimes owner-drivers, who decline to be bound by agreements. The clause in the Government's proposed motor legislation is likely to make a big contribution towards uniformity. At present there is a 48 hour week for Manchester drivers, and all work after 54 hours is paid for as overtime. What tends more than anything else to prolong the working day is not driving time but the time spent waiting to be loaded at warehouses, etc.

Committee of Road Users.—One of the most representative transport organisations in the provinces is the Manchester Committee of Road Users of which Lieut.-Col. Sir J. Nall is president, Mr. R. C. Reynolds, O.B.E., chairman, and Mr. H. Howard Robinson, A.M.Inst.T., hon. secretary. During the last few months traffic problems, which have been very much in the ascendant, have been engaging attention and have been the subject of frequent consultations between the Committee, as representatives of the road users, and the City Corporation. The two latest adherents to the Manchester Committee of Road Users are the Manchester and District Conference of Railway Companies and the Royal Automobile Club. The other constituents are:—Amalgamated Horse and Motor Owners' Association, C.M.U.A., Conference of Manchester Carriers, Manchester Transport (Owners') Association, National Traction Engine Owners' Association, Manchester Owner Drivers' Association, the Automobile Association, and the United Road Transport Workers' Association of England.

Bus Service Sold.—The arrangements recently made by Mr. J. R. Tognarelli for the sale of his Manchester bus service to the joint undertakers—the Bolton, Salford, Manchester and Oldham Corporations and the Lancashire United Transport Co., has become effective. The only changes so far as the public are concerned are that the through service to Manchester which Mr. Tognarelli formerly operated is abandoned and the whole of the buses stop at fixed places en route. Though the number of buses per hour is not increased, they are evened out so as to give regular services at intervals of 12 minutes in the morning and 10 minutes in the afternoon. Each of the five authorities has contributed to the purchase price in proportion to the mileage operated by the Tognarelli service in their respective districts, and the fleet of 22 buses has been divided amongst them as follows:—Manchester Corporation, six; Salford Corporation, six; Lancashire United Transport Co, six; Bolton Corporation, two; and Oldham Corporation, two.

Transport in Cotton Industry.—Mr. A. A. Townend, M.P., in an address to the Manchester Athenaeum Textile Society, dealt with the problems of transport in the cotton industry. He said there was no reason why amalgamation in relation to bulk purchase should not be carried forward to the next stage—amalgamation of the firms in the different districts for the purpose of transporting the material by rail in bulk instead of in separate consignments. In every area where there were a good number of mills a bureau could be established to arrange for the transport of material in bulk. It would be an easy matter to allocate the charges to the different firms. The firms in the trade might also consider the question of a contract for the carrying of their goods. The railway companies might agree to a lump sum for a year's transport.

New Type of Traffic Signal.—Manchester Watch Committee is experimenting with a new type of three-way automatic traffic signal. A set of four signals has been erected at the crossing corners of Market Street, Corporation Street and Cross Street. Each signal lamp has three light faces.

To Retire.—Mr. H. Mozley, the general manager of the Tramways and Omnibus Committee of the Burnley Corporation, is to retire on superannuation on March 31st next after 29 years service with the Corporation. Arrangements are being made to appoint a successor.

Protection for Traffic Constables.—With the object of providing extra protection to constables who direct traffic at dark corners, the Chief Constable of Salford is having experiments made with a new type of belt, which is studded with red reflectors similar to those used at the rear of bicycles. If the belt comes up to expectations, it will in time form part of the equipment of all the men doing point duty.

Yorkshire Notes.

FROM OUR OWN CORRESPONDENT.

Railway Inquiries.—The activities of the railway companies in investigating the possibilities of making arrangements with some of the Corporations having passenger transport services have not been dropped, although recently there have been no announcements to make concerning acquisitions or the making of agreements in the West Yorkshire area. The Corporations which have been approached recently do not appear to be so ready to make arrangements as some of the earlier ones were.

Dangerous Roads.—Work on the roads has recently been fraught with considerable personal danger, in view of the frost. Weather conditions have been of the worst, and although certain climatic conditions can be forecasted the difficulty has been that there has been no means of knowing what would be experienced during a short journey. Fog and floods cannot be countered, and these have been experienced at their worst in the level portions of the county in the York and Selby districts. More treacherous than either, however, has been the frequent recurrence of frost which has made the roads impassable, but impassable only in short stretches, so that drivers have been unable to avoid skidding. A few weeks ago in a certain district of Bradford collisions were innumerable, while a few days later a similar state of affairs was recorded on one stretch of road in Wharfedale.

Rapid Loading.—A new system of loading road stone is being tried by the London, Midland and Scottish Railway Company at Keighley, where a large amount of limestone is being dealt with in connection with the construction of a new sewage works. The railway company is using wagons with four hoppers such as are used for coaling ships at Heysham and Fleetwood. The containers are lifted by a travelling steam crane, which is kept in readiness, and the stone is dumped direct into motor lorries without man handling. In this way considerable saving in time is being effected, and the economy over hand lifting is clearly apparent.

Farriers in Competition.—Speaking to the competitors at the Yorkshire Cart Horse Shoeing Championship at Leeds, Mr. T. W. Clayton, who won the gold medal at the Royal Show in 1911, urged that the weight of shoes should be reduced, and that this would lead to a longer and more comfortable life for the horse. Regarding complaints of bad road surfaces Mr. Clayton said if suitable shoes were properly adjusted, allowing the horse's frog to touch the ground, slipping and lameness would be prevented. The results of the various competitions were as follows:—Open Championship—J. Broadhead, Elland; 2, J. Rowlinson, Halifax; 3, W. Milner, Elland; 4, E. T. Snowden, Hebden Bridge. Open Journeymen's Class—J. Rowlinson; 2, W. Milner; 3, H. Masters, Halifax. Novice Class—H. Masters; 2, H. Scarborough, Haworth: 3, H. Drabble, Holmfield. Junior Class—C. Firth, Dewsbury; 2, H. Drabble; 3, J. Collins, Otley.

Extensions at York.—The York Tramways Committee is faced with the enlargement of its fleet of omnibuses very shortly, and having no garage accommodation it is proposed to erect a new garage for omnibuses at the central tram sheds at Fulford. Accommodation is to be provided at a cost of £9,000 for the structure, and £1,000 for pumps and apparatus.

New Railless Services. — Bradford is faced with the prospect of a very big conversion of its tramway routes to either railless or motor bus services in a comparatively short space of time, and in view of this fact the conversion of the Allerton route to railless is being closely watched. Already the Greengates route has been converted to motor bus operation, and probably there will be room for comparison here which will result on a decision being made on a point of somewhat far reaching importance.

Limitation of Traffic.—Congestion of traffic is a matter which is receiving a good deal of attention in the West Riding just now, and this appears to be the principal ground for objecting to licences for new motor omnibus services, though why motor omnibus services should be the only services to be limited is a question which cannot be satisfactorily settled. At Otley, for instance, the local Council has been perturbed at the number of vehicles passing through a "bottle neck" in the centre of the town, and discussed the matter in regard to the granting of further licences when application was made by the Hedna Bus Company to extend their service from Bradford to Yeadon to Otley. The Council has delegated its powers to the local Motor Omnibus Licensing Committee, which includes a number of local authorities, and the Committee has granted the licences.

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Hull Notes.

FROM OUR OWN CORRESPONDENT.

Bus Drivers' Hours.—This subject continues to engage the active attention of the Hull and District Joint Advisory Committee. Representatives of the bus companies waited upon the Committee and were informed that they adhered to their previous decision that the companies should accept a condition that the working week of a driver of an omnibus should not exceed 60 hours. In reply they pointed out that Section 18 of the Road Traffic Bill, now before Parliament, provides that a driver shall not be on duty for any continuous period of more than five hours, or, for more than ten hours in the aggregate per day, and suggested that the Committee should defer discussion on the matter. To this the Committee agreed, but they decided to have a further meeting on the subject if the Road Traffic Bill does not become law this session.

Railway Licences. — The London and North Eastern Railway Company have written to the Hull and District Licensing Advisory Committee stating that they have been negotiating with several large omnibus companies with the object of co-ordinating services on the roads and that this had prevented them operating the licences to run bus services between Hull and Doncaster and Hull and Leeds. They asked for the renewal of the licences for the current year. The Committee's officer, Sergeant Basford, pointed out that the licences had never been taken up by the company, and the Committee decided to inform the company that they must apply for their renewal when they are in a position to operate the services.

Too Little Time.—Swanland Parish Council have complained that the time allowed for the Hull, Swanland and Ferriby bus service is too small and necessitates excessive and dangerous speeds in order that the drivers may comply with the time-table. The matter is receiving the attention of the Licensing Committee.

Tramway Men's Good Fairy.—This is the light in which the Hull tramway volunteers regard Lady Houston. Her interposition in their case focussed the attention of the entire country on it in a manner nothing else could have done, and made its discussion in Parliament inevitable. Her generosity has provided each of the 115 men threatened with dismissal by the Socialist majority of the City Council with a New Year's gift of £8 7s. 6d., and, in addition, has assured them of the necessary funds wherewith to test the legality of the Council's action. The case has already been before a Judge of the High Court and on the Corporation agreeing not to carry the resolution into effect in the meantime the application for an injunction stands adjourned until January 17th. There is every probability of it developing into one of the most important of its kind ever decided.

Haulage Problem.—An interesting visitor to the Hull Chemical and Engineering Society was Mr. Norman E. Box, the well-known Manchester haulage contractor, who addressed them on the subject of heavy haulage. He declared that few of the public were aware what enormous loads were carried by road nowadays and explained that that was due to many of them being moved at night or in the early morning when few people were about. It was not the weight of the load which presented the difficulty, so much as the shape, and in this connection he related that on one occasion all the lamp-posts between Stocksbridge and Manchester, a distance of about sixteen miles, had to be removed to permit the passage of a ship's rudder, 24 feet wide. Another interesting occurrence mentioned by him took place at the railway bridge at Wetherby. Measurement showed a clearance of a few inches, but just as the motor vehicle was going under the bridge a train passed overhead and was sufficient to depress it and to jam the load.

Road Tars. — After visiting the Hull works of the British Gas Light Coy., Ltd., the members of the East Riding Surveyors' Association discussed road tars and their application. Mr. Harold E. Copp, the gas company's engineer and manager, commented on what he described as the small amount of tar at present used on roads. His company wanted to know surveyors' requirements in that direction in order that they could meet them. He was inclined to the opinion that mixtures of British made tars and imported bitumen would solve their difficulties. Mr. F. W. Bricknell, formerly Hull City Engineer, declared that there were scores of miles of roads in Yorkshire which were a disgrace to any official. If such roads were given a coat of tar when in the right condition the ratepayers would be saved a tremendous amount of money. "Use more tar for your own good and that of the ratepayers," was his advice.

South Wales Notes.

FROM OUR OWN CORRESPONDENT.

Carmarthenshire Firm's Enterprise.—The West Wales Motors, Ltd., Ammanford, have commenced a daily service of buses from Ammanford and Llandebie to Swansea via Pontardulais. This service has long been projected but was held up by local authorities refusals of sanction.

Conviction Quashed.—With regard to the report in our Law Cases columns in the December issue that Mr. E. Snow, Merthyr Tydfil, had obtained from the Divisional Court an order calling on the Neath Justices to show cause why a conviction by them of Mr. Snow for alleged overcrowding of a bus should not be quashed, the High Court, has, subsequently, quashed the conviction on Mr. Snow's application, the Justices making no appearance. The case involved an interesting point of law on licensing (Road Fund) issue and use.

For Through Traffic.—The Cardiff City Council is to spend £460,000, all but £69,000 being derived from grants, in making an orbital road for through South Wales traffic use to avoid the need of such traffic passing through city centre. The road will switch from the main South Wales road at Rumney Bridge, at the entrance to Cardiff on the Newport Road, northward and westward to make a flattened arc round the city on the north side and rejoining the main road at Ely Bridge, on the other side of the city, on the Cowbridge Road end of the South Wales main road.

Co-ordinating Long Distance Services Licensing.—The South Wales local authorities are conferring on a co-ordinated and uniform policy of licences issue for long distance services from South Wales.

A Ministry Ruling. — The Ministry of Transport has given its ruling in the matter of the appeal made by Imperial Motors, Abercynon (proprietor, Mr. W. J. Davies), against the suspension of their licences and services on the route Cardiff—Pontypridd—Aberdare. The Cardiff Council alleged that there had been breach of running conditions by the service, including the running of buses additional to those licensed, and on this ground suspended the four bus services of the firm on this route. In making appeal to the Ministry the Company asked that six licences be issued for the route. The Ministry decision is that the stopping of the service was too harsh a penalty for the alleged offences, even supposing them to have been committed. It advises the Council to issue six licences to the firm and remarks that it is of opinion that local authorities should always issue extra licences to those normally required to permit bus proprietors to run extra services when by special occasions they are required.

Local Men for Local Services.—Some of the area local authorities have resolved to insist as a condition of licence issue that local men be employed on locally licensed services. Where the services licensed are through area services these authorities propose to insist that their area quota of employees be taken by the licensed companies. This does not mean that present employment will be disturbed but that as vacancies arise local demands will have to be met. The proposal may cause trouble to proprietors.

Haulage.—Whilst keenness of competition is said to make haulage trade improvement slow, if steady, there has been one direction in which outlet has been found for West Wales haulage contractors willing to make long distance journeys. The tin-plate carrying, one is assured, to London and England centres generally, from South-West Wales, is greatly increasing as far as road distribution of plates is concerned. As recent companies reports indicate increased works activities, following improved demand; during the New Year the prospects of haulage in this connection are good.

Merthyr Progress.—The Merthyr Corporation is to buy four new buses for addition to its municipal fleet. Increasingly encouraging financial reports have been presented in recent months to the Bus Committee. The joint municipal service with the Cardiff Corporation between Merthyr and Cardiff will be commenced much earlier than was thought possible.

For Reconsideration.—The Merthyr Watch Committee has now agreed to reconsider its refusal of licences for the route Merthyr—Cardiff to Messrs. W. J. Davies and Son, Merthyr, and the firm's legal representatives are to submit the company's claims to be licensed. Reconsideration is promised, too, of the application of Messrs. Jones Bros., Treharris, who wish to run six buses between Merthyr and Treharris. Further refusal of licences has, however, been made to Messrs C. Davies & Son, Dowlais; Gerald King, Pontypridd; Imperial Motor Coy., Abercynon and King's Garage Coy., Mountain Ash.

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North-East Coast Notes.

FROM OUR OWN CORRESPONDENT.

New County Surveyor.—Mr. Alexander Cheyne, Deputy County Surveyor of Durham, was, on December 27th, elected unanimously as County Surveyor of Northumberland. Mr. Cheyne has been in the service of Durham County Council 16 years, five of which as Deputy Surveyor. He will take up his new duties at the end of March. He has been Assistant County Surveyor of Breconshire and Salop County Councils; and is an Associate Member of the Institution of Civil Engineers and of the County Surveyors' Society; a Fellow of the Surveyors' Institution, and a member of the Institution of Municipal and County Engineers. During the war Mr. Cheyne supervised the construction and maintenance of roads in France and elsewhere; and in November, 1923, he was put in charge of the department engaged in preparing plans and contracts for the most extensive programme of bridge construction ever undertaken by Durham County Council.

Expert Opinion.—Mr. John Petrie, general manager of the Northern General Transport Co., Ltd., interviewed as to the new Transport Bill, said that the speed of motor buses had been increasing too much of late years, and it was about time that legislation was passed on the matter. A limit of 30 miles an hour was perhaps a little low; 35 miles was much better as a maximum; but it was very wise to "cut" the hours of duty. On the long distance journeys, from what he heard, drivers had no sleep at all, and that was obviously a danger to travellers. An official of United Automobile Services, Ltd., pointed out to the writer that they already comply with the proposed restrictions, having no schedules over 30 miles an hour.

Traffic Bill and Removals.—Mr. A. E. Millard, President of the Furniture Warehousemen and Removers' Association, who is a director of Messrs. Robson & Sons, Ltd., Newcastle, spoke to the point at a recent meeting of the local Chamber of Commerce's Railway Committee Mr. Millard said that his Association's chief criticism of the new Road Traffic Bill was against Section 18, which, as it stood, would, they considered, be very detrimental to the interests of their industry and inflict great hardships on clients by inconveniencing them as well as by increasing costs quite unnecessarily. The Section limits the time for which drivers of certain vehicles may remain continuously on duty; but Mr. Millard asked what precisely it meant. He was afraid, he added, that the Bill, if it became law in its present form, would divert a lot more traffic to the railways. It was certainly full of anomalies and complications, and needed expert interpretation. The Secretary of the Chamber, Mr. Herbert Shaw, said that, as a magistrate, he had come to the conclusion that no one could estimate speed accurately. It was agreed that he should refer all the points raised to the London headquarters of Chambers of Commerce.

South Shields Buses.—The Ministry of Transport's decision regarding the running of privately-owned buses at South Shields, the outcome of an inquiry held in July, does not support the licensing authority in imposing certain conditions to the licences of the Northern General Transport Co. and other bus concerns running in and out of the borough. One of these is of especial interest. It had been set forth that the licensees should pay trade union rates of wages to drivers and conductors; but the decision states—"The Minister considers it to be undesirable that, in connection with the granting of licences, a licensing authority should become a wage-fixing authority, and so supersede the usual negotiating machinery for settling conditions of service."

Faster Trams.—The new manager of Sunderland Corporation trams, Mr. Charles A. Hopkins, is a great believer in speeding up the system. About 50 per cent. of the track, he says, needs renewal, at a cost of £75,000; while he would like to replace the present fleet of cars by new ones which will be much faster. An experimental car is said by the Press to "run more like a high-powered motor car"; and, comments Mr. Hopkins, "all this talk of 'scrap the trams' is nonsense!"

Question of Colour.—The 15 new Leyland buses acquired by United Automobile Services, Ltd., for North-East area routes are painted dark green, instead of yellow like the old fleet; while Newcastle Corporation Transport Committee has definitely adopted royal blue for its new buses in place of the previous light blue, which it has been found is too costly to maintain.

Road-Rail Tickets.—Since the L.N.E.R. acquired a controlling interest in many motor bus companies in the North-East area, travel tickets available either by rail or road are gradually being introduced.

Midland Notes.

FROM OUR OWN CORRESPONDENT.

British Industries Fair.—Prospects for the success of the Heavy Section of the British Industries Fair, which opens in Birmingham on February 17th, are good and only a few stands, all of comparatively small dimensions, are now available to last minute exhibitors. Some of the late comers have been disappointed in not being able to secure the space they desire. Transport interests are strongly represented.

Birmingham's Big Traffic Difficulties.—As the years pass the difficulties of traffic congestion in Birmingham become more pronounced. Two proposals are now in hand: (1) Abolition of the trams in favour of an underground system, (2) a one-way road system providing two lines for traffic—slow and quick moving. There is no doubt that the one-way traffic idea would be put into practice but for opposition from shopkeepers, who believe their trade will be interfered with by any restrictions on traffic. As to the tube proposal, opinions are more varied. Generally it is regarded as too expensive and not a sure cure. One set of opinion favours the electrification of the local railways and the construction of overhead tracks—and there is very little doubt that this would prove a great boon. Anyway, the problem is a big one, and the remedy, to give satisfaction, must be big too. Many people think that the whole problem can be solved by developing existing transport means rather than by the construction of a tube.

Developments at Walsall.—Walsall Town Council has decided to promote a Bill to acquire powers for extending the borough, acquiring trams and, if necessary, substituting buses in Wednesbury and Darlaston, making new roads, a central bus station and generally opening up the centre of the town.

Crowding.—The Hanley and other Potteries authorities are making a stand against the overcrowding of buses.

Busy Crewe.—Since the policy of reorganisation, which started two years ago, Crewe has been very busy. The output during the past year was the heaviest of any single year. Recently the building of the hundredth new type locomotive in nine months has been completed.

Rights of Coaches on the Road.—The point arose at a Wolverhampton Police Court hearing at the end of December as to whether a Corporation, which runs a transport service along a defined route, can act judicially in deciding to refuse a licence to a private transport company desiring to operate vehicles on the same route. Three summonses were heard against Tours and Transport, Ltd., King Street, Wolverhampton, for plying for hire without a hackney carriage licence. Mr. T. P. Haslam, for the Transport Company, said there was a dispute between the Corporation and the Company and the Ministry of Transport had been communicated with. The point was whether the Borough Council had acted judicially in deciding not to grant the necessary licence to run the service. Since the question was before the Ministry, he suggested the summonses should be suspended, pending a decision. Mr. Haslam also urged that a private company need not apply for a licence if their vehicles were suitable and had been passed as hackney carriages. "The Corporation," said Mr. Haslam, "are desirous of getting a monopoly." Was it right that a private company should be subjugated for that reason? The Corporation had acted arbitrarily and not judicially in refusing to grant the licence. Mr. E. E. King (Deputy Town Clerk) said it would be wrong to go into the merits of the dispute since it was the subject of a judicial inquiry by the Ministry of Transport. There was an appeal pending against the refusal of the renewal of the licence. Evidence showed that on December 10th and 11th the Company ran a motor coach service from Railway Street, Wolverhampton, to Bridgnorth, a route over which Wolverhampton Corporation ran a service. The facts showed that there had been a deliberate breach of the law. Until the Watch Committee's decision had been upset, he submitted, it was final and effective, and suggested that the proper course was for the company to have refrained until there had been an inquiry. The company was fined 10/- in one case and 25/- costs and ordered to pay 25/- costs in the other two. The Stipendiary (Mr. Bertram Grimley) said when an Act of Parliament said persons must apply to the Corporation for a licence and the application was refused, persons who continued could not exonerate themselves by saying they were appealing to the Ministry of Transport. If a licence was refused the proper course was to wait until the Ministry had given a decision. He had no power, so far as he knew, to suspend his decision until that of the Ministry had been given.

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Scottish Notes.

FROM OUR OWN CORRESPONDENT.

Tramway Manager's Message.—The annual message to his staff by Mr. Lachlan Mackinnon, the General Manager of the Glasgow Corporation transport services, is always interesting. This year he says there is ahead a continual challenge to better service. "The new and re-conditioned cars are without doubt bringing increased patronage and are meeting with approval, but this alone will not retain our patrons and attract new customers. There must be a continual striving to make the best better. . . . Statistics show the tramcar is still the safest of all vehicles." Referring to accidents Mr. Mackinnon states: "Faster service is demanded but we cannot afford to sacrifice safety for speed. Passengers should always have time to board and alight in perfect safety. Conductors should warn alighting passengers to be careful and boarding passengers to hold tight."

Rolling Stock.—The rolling stock of the Glasgow Corporation at the end of the year consisted of 54 double bogie cars; 323 reconstructed cars; the upper saloons of 105 cars have been completely enclosed; bow collectors are now fitted to 78 cars; magnetic sand gear is fitted to high speed cars in addition to the air operated sand gear; rheostats which were formerly subjected to over heating have been altered and baffle plates fitted to divert hot air to the back of the platform. There are now 123 double-deck buses and 16 single-deck buses in the service, and the delivery of 100 additional buses has begun so that within a month or two there will be running about 230 buses which is exclusive of the old type still in service.

Rail and Road Services.—No agreement has yet been reached between the railway companies and the Glasgow Corporation Transport Committee on the question of co-ordinating services. The Corporation propose that the municipal services should have a monopoly for buses and trams within the area now served by the tram services—from Kilbarchan to Airdrie. The railway companies offered a monopoly within the city conditional on the Corporation agreeing to 50 per cent. ownership of bus services in the outside area and a complete monopoly for the railway companies of traffic beyond that area. The Transport Committee declined this proposal.

Opening out Rothesay.—Plans for a class 1 18 foot highway round the Island of Bute have been approved by the Ministry of Transport. At the present time there are no county highways north of Port Bannatyne and Ettrick Bay. There are private roads near Kilmichael but they are not suitable for tourist traffic. The new road will also make motor ferry communications between Bute and the mainland possible. When completed the plans will open up some of the finest scenery in Scotland and make Rothesay more popular.

Ship Canal.—It is likely that the Inter-Departmental Committee, appointed to consider the question of the Mid-Scotland Ship Canal, will hold its first meeting soon. The conclusions reached will be submitted to the Government. There has not been any great interest taken in the subject although several county bodies are urging forward the matter, but many practical difficulties lie in front of all proposed schemes. The cost of building a canal to-day would be very high for one thing.

New Bus Route.—A new bus service between Glasgow, Greenock and Gourock has been started, the route being by way of Govan, Renfrew, Inchinnan, Bishopton, Langbank, and Port Glasgow. The L.M. & S. Railway Co., in conjunction with the Greenock Motor Services, are undertaking the service, the vehicles used being 32 seaters, Albion chassis.

Noisy Motor Lorry.—The first prosecution of its kind was heard in the Glasgow Sheriff Court when an owner was charged with permitting his motor lorry to be used when it was causing excessive noises. There was faulty adjustment, too much play in the front wheel bearings, steering pins and rods, a broken rear spring, loose driver's cabin, and loose engine. A fine of £1 was imposed. The case had been brought as a warning to owners to make sure that their vehicles were in a proper state of repair when they were put on the street.

Reconstruction after Fire.—Messrs. Wordie & Co., the well-known Glasgow carriers, have been granted permission to reconstruct their offices, joiners' shop, and stores in their Dumbarton Road branch which were burned out some months ago.

Disastrous Dundee Fire.—Fourteen motor coaches and a motor car were destroyed by a fire in the premises of Messrs. Thomas Russell & Sons, Douglas Foundry, Graham Street, Dundee. Stores containing a large quantity of petrol and oil were fortunately not involved.

Northern Ireland Notes.

FROM OUR OWN CORRESPONDENT.

Double Deck Omnibuses in Northern Ireland.—The Northern Ireland Ministry of Home Affairs have at last agreed to licence double deck omnibuses, and the Belfast Corporation will invite tenders for six of these vehicles at an early date. For a long time the Home Department held out against the "double-deckers," and their change of mind follows some very earnest persuasion on the part of those responsible for Ulster road passenger transport. Mr. W. Chamberlain, the general manager of the Belfast Corporation Tramways, took a leading part in convincing the Ministry of Home Affairs, and no doubt even half a dozen double-deckers will assist him in his efforts to place the Belfast undertaking on a sound basis. Mr. Chamberlain came about a couple of years ago from Leeds, where he was general manager, and in this comparatively short time he has instilled an atmosphere of life and vigour into the department he controls.

New Tramcars for Belfast.—Fifty new tramcars are also to be bought by the Belfast Tramways Committee, in addition to the six double deck buses, so the cry of "scrap the trams," which arose here as elsewhere, is not to be carried into effect. Mr. Chamberlain coined a phrase, I think, when he described the trams as a "not out of date service." It seems to fit the case exactly. In the Parliamentary Bill which the Corporation is now promoting, power is being sought to run vehicles of the trackless trolley type. There are no indications that the power, if secured, will be used, for the present at all events.

Port of Derry.—For the thirteenth time in the history of the city, the tonnage entering the port of Derry has exceeded the million mark. Last year's figure is 1,026,170 tons, a decrease of about 96,000 tons as compared with 1928. One hundred years ago the tonnage was made up of 48,912 home trade and 7,537 foreign trade. In 1929 home trade accounted for 306,470 tons, and foreign trade for 87,459 tons, the balance of 632,241 tons being represented by the trans-Atlantic steamers which put in at the Foyle. The million mark in the port returns was first reached in 1890.

Port of Belfast.—At the Port of Belfast the net register tonnage cleared up to the 14th December totalled 3,281,000 tons, an increase of 255,400 tons over 1928. During the past twelve months 470 vessels arrived at the harbour from foreign ports, their nationality being as follows:—British, 319; Dutch, 50; American, 47; German, 25; Norwegian, 13; Greek, 11; Danish, 9; Swedish, 6; Italian, 2; French, 1; Japanese, 1; Lithuanian, 1. Their cargoes were as follows:—General, 366; maize, wheat, etc., 47; timber, 25; cement, 12; phosphate, 7; oil, 6; pyrites, 5; machinery, 3; slates, ore, etc., 4; wood pulp, 1; dried fruit, 1; oilcake, 1; tar, 1. The consignees were:—R. & H. Hall, Ltd., 25; W. & R. Barnett, Ltd., grain merchants, 21; Richardson's Chemical Works, 10; W. J. Copeland & Co., timber merchants, 7; J. P. Corry & Co., timber merchants, 7; M'Cue, Dick & Co., timber merchants, 4; Geo. Rankin & Co., 3; French Cement Co., 3; Workman, Clark & Co., Ltd., shipbuilders, 3; Harland & Wolff, Ltd., shipbuilders, 2; Anglo-American Oil Co., 2; James A. Beck & Son, Ltd., wholesale chemists and oil merchants, 2; Ruddell, Harvey & Co., timber merchants, 2; Connolly, Shaw & Co., Ltd., 1; T. J. English, 1; Isaac Andrews & Son, flour millers, 1; T. Dixon & Sons, Ltd., timber merchants, 1; British Mexican Petroleum Co., Ltd., 1; J. M'Caughey & Co., Ltd., 1; Irwin & Sellers, Ltd., timber merchants, 1; Oilit Supply Co., 1; Belfast Gas Works, 1; and Shell-Mex Co., Ltd., 1. The Harbour Board announce that preparations are beginning for the construction of the new dock, which will add greatly to the harbour accommodation. Last month they received delivery of a 150-ton hammer-head crane, electrically driven. It will be used for the repair and fitting out of vessels, and will improve Belfast as a shipbuilding port. During the year they also installed three additional 5-ton electric cranes at the Albert Quay.

Railways and Road Transport.—A fleet of four new Leyland Tiger omnibuses has been acquired by the L.M.S. Railway Co. (Northern Counties Committee), and they will maintain a road passenger service between Belfast, Ballyclare and places en route. The buses are of the latest type, with six-cylinder engines and low pressure heating, and they were purchased from Messrs. Alister, Kirk & Co., Dunbar Street, Belfast.

Appointment.—Mr. J. Quirey, C.B.E., who has just been appointed vice-president of the Railway Traffic Board and Commercial Sections of the L.M.S., is a native of Monkstown, near Belfast.

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Irish Free State Notes.

FROM OUR OWN CORRESPONDENT.

Control of Road Traffic in the Irish Free State. — In Dail Eireann, last month, General R. Mulcahy, Minister for Local Government, was granted leave to introduce the Road Traffic Bill, 1929. The purpose of the Bill is: "To amend and consolidate the law relating to the following matters, viz.—the classification and construction of mechanically propelled vehicles; the licensing of drivers of such vehicles; the speed at which such vehicles may be driven; the management of mechanically propelled vehicles in public places; the lighting of all classes of vehicles; the licensing and regulation of public service vehicles, and the drivers and conductors thereof; the control of traffic in cities and towns; to make provision for the insurance by owners of mechanically propelled vehicles against liabilities incurred in respect of the user of such vehicles; and for other matters incidental to the matters aforesaid." The Dail was adjourned until February 12th.

Omnibus Traffic in the Irish Free State.—Figures relating to omnibus traffic in the Irish Free State for the ten months, 1st January to 31st October last, are given in the returns issued recently by the Ministry for Industry and Commerce, from which it appears that the number of passengers carried by buses in the Irish Free State for the first ten months of the year 1929 was 39,721,000, as compared with 24,376,000 for the corresponding period in 1928; that the total vehicle miles traversed in the January—October, 1929, period was 19,166,000, as against 13,349,000 in the corresponding ten months of 1928; and that the gross receipts for the ten months of 1929 was £684,643, as compared with £506,732 for the first ten months of 1928. These returns show how bus traffic continues to increase on Free State roads, and how the country and people are served by such traffic.

Customs Inspection of Vehicles Crossing the Irish Border.—An order amending the regulations governing the inspection of vehicles and their loads on the border Customs stations has been issued. This new order sets forth that vehicles entering the Irish Free State from Northern Ireland shall proceed from the frontier to the Customs station, and on leaving the Free State for Northern Ireland shall proceed from the Customs station to the frontier station, and that all acts required by the Customs regulations shall be done at the Customs stations on such routes. A schedule of approved routes for entering or leaving the Free State across the border was given with the order for the information of those engaged in transport trading.

Export of Tractors from Cork.—During the past nine months Cork has become a great port for the export of tractors. From the Irish Free State Trade Returns, issued recently, it appeared that for the seven months from 1st April to 31st October last, tractors to the value of £1,234,253 were shipped from Cork to various Continental destinations, including Russia, which was supplied with considerable quantities of Cork-made tractors. The export of tractors from Cork is a constantly expanding trade. For instance, the value of tractors and parts shipped from Cork during the month of April last was £146,861, while for October last it had increased to £296,081 for that month.

Coat of Arms of Londonderry City to be used on Buses.—At a meeting of the Motor Omnibus Committee of the Londonderry Corporation a letter was read from Messrs. Catherwood, Ltd., bus owners, requesting permission to use the Londonderry Coat of Arms on the City service buses. The Committee approved of the suggestion and decided to grant the request, subject to conditions to be laid down by the Solicitor of the Corporation. The Coat of Arms on the buses will enhance the appearance of the vehicles, which have become popular in Londonderry.

Bus Traffic a Serious Problem in Dublin. — In the Dublin District Court, District Justice Cussen, arising out of a case brought against a bus driver, said that the bus traffic in Dublin was presenting a serious problem. There were now in Dublin some 400 buses, and about 16,000 private motor cars. During the past nine months the number of deaths in street accidents was remarkably large, and it was becoming more and more imperative that the signals and the orders of the Civic Guards should be strictly and promptly obeyed. He believed that the element of speed was of the utmost importance, and he felt that speed had been responsible for the holocaust of victims in their midst during the past nine months. The speed limit of 20 miles per hour must be observed, and in all cases where the Civic Guards proved that it had been exceeded, he would convict.

Annual Social Reunion of the Society of Irish Motor Traders, Ltd.—The Fourth Annual Dinner of the Society of Irish Motor Traders, Ltd., held in the Aberdeen Hall, of the Gresham Hotel, Dublin, on December 19th, was presided over by Mr. J. J. Reddy, President of the Society. Mr. Eamoun Duggan, T.D., Parliamentary Secretary to the Executive Council of the Irish Free State, responded to the toast of "Ireland," and in the course of his remarks said that he had come to the conclusion that in the very near future it would be necessary in Dublin to provide parking for motor cars either overground or underground. He suggested to them all that the very best service they could give to the State was to be optimistic. The Government had expended some millions of pounds on roads in the Irish Free State without imposing any great burden on the taxpayers. They wanted visitors to come to Ireland, and they had good grounds for boosting their own country. They had in Ireland as good roads as could be found anywhere in Europe. The Society of Irish Motor Traders had a special mission as far as bringing visitors was concerned. Mr. P. F. Quinlan, of Limerick, proposed the toast of "Our Guests," and said that the motor trade as such was not consulted as much by the Government as its importance warranted. The toast of the "Society of Irish Motor Traders, Ltd." was proposed by Mr. Bailey Young, President of the Scottish Motor Traders' Association.

Plea for Canals.

PROPOSALS for the economic development of canals in this country were placed before the Royal Commission on Transport, in the House of Lords last month, by Mr. George Cadbury, on behalf of the Federation of British Industries and the National Union for Inland Waterways.

Mr. Cadbury submitted a memorandum suggesting improvements in existing waterways with a view of adding to their efficiency. These included the following proposals:—

The amalgamation of all inland waterways into groups uncontrolled by other competing interests, on the lines of the recommendations contained in the Second Report of the Committee on Inland Waterways (1921) under Mr. Neville Chamberlain.

The relief from stamp duty which was given to the Railway Companies under the Grouping Act, 1921, should be extended to Canal Companies carrying out amalgamations under the recommendations of the Committee on Inland Waterways.

Canal Companies should be given wider powers to raise capital and should be put on the same footing as railways in this respect.

State Unemployment Relief Schemes should include the improvement of certain canals, so as to increase the capacity of the waterways with resultant decrease in working costs.

The encouragement of mechanical propulsion for craft using the waterways, and adequate terminal facilities at traffic centres.

Opinion was expressed that the Ministry of Transport should set up a department especially responsible for all questions relating to canals and inland waterways.

Mr. Cadbury mentioned the Grand Union Canal Company as an example of successful amalgamation, pointing out that among the advantages which had accrued were that a through route between London and Birmingham was now available, the question of tolls was in the hands of one authority and any weak points in the organisation could be easily dealt with. But before general amalgamation could be effected he believed Government action would be necessary, as there was no sign that the railway companies owning canals were willing to adopt the principle of amalgamation.

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Law Cases.

CLEARER REGULATIONS NEEDED.

It was suggested in a prosecution at Birkenhead police court recently, that the Mersey Docks and Harbour Board should make their regulations governing the use of the floating roadways less liable to misunderstanding. The case was one in which a motor haulage contractor was summoned. It was stated that the maximum weight for a six-wheeled vehicle using the floating roadway at Woodside, was fifteen tons, but that defendant's wagon, with its load of grain, loaded on it at one of the flour mills at Birkenhead docks, exceeded this.

Mr. Winn Edwards, solicitor of Oswestry, contended that, according to the regulations issued by the Dock Board, defendant's vehicle could carry up to six tons for each of the three axles, as the axles were more than ten feet apart.

Mr. H. Denton, for the Dock Board, drew attention to the notice in which it stated "Six-wheeled vehicles . . . 15 tons."

Defendant was fined 10s. but costs were disallowed.

ALLEGED AIDING AND ABETTING. APPEAL SUCCEEDS.

IN a King's Bench Divisional Court, composed of the Lord Chief Justice and Justices Avory and Talbot, on December 2nd, Mr. Ernest Edward Snow, omnibus proprietor, of Lower High Street, Merthyr Tydfil, appealed with success against a conviction by the Neath Justices and a fine of £5 imposed on him for "aiding and abetting" one of his bus conductors to carry in his vehicle more passengers than the vehicle was licensed to hold.

The case came before the court on a rule obtained by Mr. Snow that called on the Neath justices to shew cause why the conviction should not be quashed.

Mr. T. R. C. Goff (for Mr. Snow), said the justices had not appeared, although they had sworn an affidavit. It transpired that one of Mr. Snow's bus conductors was summoned for being in charge of a vehicle that was licensed to carry 14 passengers, and which was, in fact, carrying 11 adults and 5 children. Mr. Snow was charged with "aiding and abetting" his employee in the offence, and was fined. The summons was issued on June 3rd, last; two months after the alleged offence, which was said to be against Section II of the Roads Act, 1920, that dealt with penalties for evading Excise licence duties. It would appear that the Minister of Transport had stated that two children could be counted as one adult for the purpose of computing the carrying capacity of a licensed vehicle, and Mr. Snow wrote to the Minister about that matter. He had received no answer when the summons was due to be heard, so he arranged, through the Chief Constable of Merthyr Tydfil, that the case should be adjourned. That adjournment was agreed to by Neath justices, and Mr. Snow heard no more about the matter until he read in the newspapers that the summons had been tried in his absence and he had been fined £5. His first point now was that the justices had no jurisdiction to so adjourn the case and then deal with it in his absence.

The justices had sworn an affidavit in which they denied lack of jurisdiction. They stated that, when they agreed to the adjournment of the case, they fixed the hearing for a date three weeks ahead. They said that Mr. Snow could not be heard to complain that he did not receive written notice of the date of the actual hearing, when the justices, receiving a telephoned request for adjournment, gave a telephoned answer that notified the date to which the case was adjourned.

Mr. Goff said it might appear that the case of Mr. Snow now was an ungrateful one, but, as the justices had not notified him about the adjourned hearing, he was in just as bad a condition as he would have been had the case not been adjourned at all. He had no answer from the Minister of Transport until nearly the end of June.

Mr. Goff added that when the summons was read, after conviction, it was found that the justices had not stated under what statute the proceedings had been taken. When asked under what section and Act they imposed the fine, they said. "Section 13 of the Finance Act, 1920." As a matter of fact, that section disclosed no such penalty or offence, and his contention was, therefore, that the justices had proceeded under the wrong statute and the conviction could not stand.

The court allowed the appeal, the Lord Chief Justice observing that it was tolerably clear that the justices decision could not stand, because they had stated that the penalty or fine was imposed under Section 13 of the Finance Act, whereas that section did not disclose any such penalty or offence. With regard to Counsel's first point, there was much to be said, but it was not, in the circumstances, necessary to say it. The conviction would, therefore, be quashed and the justice's order set aside.

OVERCROWDING A TROLLEY CAR.

KINGS Bench Divisional Court: The Lord Chief Justice and Justices Avory and Swift.

Mr. George Bell, Superintendent of Police for Bradford (Yorks.), appealed against a decision of the East Morley (Bradford) Justices, who had declined to convict Frank Jagger, a conductor of one of the Bradford Corporation trolley tram cars, for an offence against Section 14 of the Railway Passenger Duty Act, 1842, viz., allowing a stage carriage that was constructed to hold 36 passengers to be overcrowded and to carry 59 adults and one infant.

Mr. Morley, who appeared for the appellant, said the whole point was whether the defendant was protected by a Private Act of the Corporation of Bradford and whether that private act prevented the court from calling the vehicle a stage carriage so as to bring it inside the Act of 1842.

The summons was brought under the Railway Passengers Duty Act 1842, which prohibited the overcrowding of stage carriages plying for hire. This particular trolley car was run regularly on a route between Bradford and Clayton, and there is no doubt that it was overcrowded. Counsel added that the Act of 1842 was embraced by the Light Locomotives on Highways Act, 1896, and such things as trolley cars come within the category of stage carriages. There was, however, a section of the Bradford Corporation Act, 1910, which purported to lay it down that no vehicle used on the tramway system in Bradford should be deemed to be a light locomotive within the meaning of the Act of 1869. The justices held that the trolley car was overcrowded, and was plying for hire over a fixed route, but, having regard to the provisions of the section of the Bradford Corporation Act, 1910 it was not a stage carriage as meant by the Act of 1842. But, the justices also said, were it not for the local Act of 1910, they would have held that an offence had been committed in consequence of the provision of the Light Locomotives on Highways Act, 1896.

The Lord Chief Justice remarked that it was extraordinary that a local Act should defeat the provisions of a general Act passed for the protection of the public.

Mr. Morley replied that it was, and he suggested that the Court would strive to see that such a local Act should not have any effect that would so deprive the public of the protection that Parliament intended should be extended.

The Lord Chief Justice pointed out that the Light Locomotives on Highways Act said that any light locomotive on the highway should be deemed to be a carriage.

Mr. R. M. Montgomery, K.C. (for the respondent), explained that, although there seemed no legislative enactment to prevent overcrowding of tramcars in Bradford, the matter was governed by by-laws adopted from those prepared by the Board of Trade.

The Lord Chief Justice: If a person who owns a motor bus in Bradford overcrowded, he can be prosecuted for running a stage carriage holding too many passengers, but the municipal authorities seemed to be able to overcrowd their trolley cars as much as they liked.

Mr. Montgomery: Yes, to the limit of the by-laws.

The Court allowed the appeal with costs, and added that the case should go back to the justices with the expression of opinion that the defendant should be dealt with for an offence against the Act of 1842.

The Lord Chief Justice said that the justices were satisfied that the vehicle was overcrowded: it contained, in fact, nearly twice the maximum number of passengers that the law allowed. They also found that the vehicle was plying for hire upon a regular route by stages. Finally they said that but for the provision of the Bradford Corporation Act, 1910, they would have convicted respondent of an offence under the Act of 1842.

The real question was narrowed down to this: was it true to say that by reason of Section 14 of the Bradford Corporation Act, the respondent must be held not to have committed the offence? The point of the matter for the purposes of the present case seemed that it was said before the justices that the vehicle could not be regarded as a stage carriage unless it came within that category by reason of the Light Locomotives on Highways Act, 1869, and, inasmuch as the local Act provided that such a vehicle was not to be deemed a light locomotive, it followed that there was no reason whereby the vehicle could be truly represented as a stage carriage. "Now in my opinion," went on his Lordship, "that is an extremely fallacious argument: it is exemplified by the commonest of all the fallacies which could be illustrated by the

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following example. It might be said that some men with red hair travelled from London to Liverpool, also, no men without red hair every travelled from London to Liverpool. No doubt, if those vehicles were light locomotives within the meaning of the Act of 1869, it would be perfectly obvious that they were stage carriages. It seems to me to be a perfectly complete *non sequita* to say that they cannot be stage carriages on any other grounds if they failed to come within the category. It seems to me, therefore, that the argument presented to the justices cannot succeed, and the appeal must be allowed with costs, and the case will go back to the justices with the expression of opinion that an offence has been committed."

Justices Avory and Swift concurred.

ALLEGED UNLAWFUL PLYING FOR HIRE.

BEFORE the Swansea Stipendiary Magistrate, Sir E. Marley Samson, K.C., legal points bearing on the prosecution of bus proprietors for alleged unlawful plying for hire were discussed and decided upon.

Defendants were Mr. V. E. Jones, Mr. Thomas Roderick, Mr. John Homes and Mr. Stanley Parkyn, all bus proprietors of the Swansea District, who were summoned for alleged plying for hire without the assent of the Swansea Corporation. Mr. W. E. Gough, bus proprietor, Mountain Ash, and the A. T. Morse Automobile Coy., Cardiff, were also similarly summoned.

Mr. Walter Samuel, M.P., was Counsel for the defendants, and Mr. T. B. Bowen appeared to prosecute.

The evidence against all the accused, was that they plied buses on divers dates which were not licensed to ply, and that they claimed there was no plying, but that their buses were run on private hire system.

Mr. Samuel submitted that the summonses were out of order and must be dismissed on point of law. The summonses were issued by the Swansea police, in the name of Mr. Thomas Rawson, Chief-Constable, and it was counsel's contention that the police could not instigate such a prosecution without having been instructed to do so by the resolution of the Swansea Corporation, the aggrieved party. Counsel contended that there must be a specific council instruction to prosecute in each case and that a general warrant to prosecute by corporation resolution was not sufficient.

The stipendiary adjourned the case a week in order that the points raised might be considered and that the corporation instruction might be produced if it were available and necessary to make the summonses in order.

At the resumed hearing of the summonses, Mr. Bowen, in reply to the stipendiary, said that he could not produce instructions from the Swansea Corporation, by resolution, to the police to commence summonses in these cases.

Giving judgment, the Stipendiary said that the cases must be dismissed. A peculiar situation had arisen in this matter as result of a High Court (Divisional Court) judgment given in May of this year. Prior to this judgment, it was generally conceded that the police might issue such summonses for illegal plying for hire, but since that judgment, this was no longer lawful, and the specific instruction by the corporation to the police was necessary before the police could institute such summonses. As opportunity had been given to the prosecution to produce such authorisation if it existed, and they had failed to do so, the cases would be dismissed with costs against the police in amount of £5 5s. in respect to counsel's appearance, and two guineas for each of the solicitors instructing counsel.

On November 28th, the same defendants again appeared before the Stipendiary, summoned for alleged unlawful plying for hire. This time evidence was produced showing the Corporation's instruction for the prosecution to be made.

For the defence it was submitted that the cases were identical with those at the last hearing, and could not be heard. The submission was that "the summonses having already been heard, they had been put in peril" and the cases were covered by the dismissal last ordered. In other words, they could not be tried twice for the same offence.

The prosecution case was that new information having been laid, and the summonses authorised, they could now be recommenced.

After hearing evidence, the Stipendiary said that the Chief Constable had been now given authority to prosecute. The defence had not established the plea of "autrefois acquit." If the cases were carefully examined, it would be found that the test to apply was whether or not the accused person had ever stood in jeopardy of a conviction, or whether the case had been heard and decided on its merits. If the Court had no jurisdiction to hear and determine, and the proceedings failed because of that, the accused person had never stood in jeopardy. All the defendants were convicted of one offence, but in further cases there would be adjournment *sine die*, to see if there would be appeal on the point of law raised as to whether the cases could be heard or were really decided upon on the first dismissal.

WHAT IS A LICENCE?

THE question as to whether there had been proper authority for launching proceedings against Ribble Motor Services, Ltd., was raised before the Burnley magistrates on the hearing of summonses in respect of plying for hire with an unlicensed vehicle. There was no dispute as to the facts.

The Deputy Town Clerk of Burnley, said that the main question was not the one as to what was plying for hire, but rather, what was a licence. Defendants were licensed at Burnley to ply for hire in connection with certain routes, one of which was to Bury. They had extended this particular route to Manchester. The point was as to whether or not the licence issued, entitled them to ply for hire at Burnley in connection with a Manchester service. One of the conditions of the Burnley licences was that the vehicles should only travel on prescribed routes. The Burnley Watch Committee licensed another service to ply for hire locally in connection with a Manchester service, and they held that this service provided adequate travelling facilities for the public. If the contention of defendants was correct, that having obtained a licence in connection with a service to Bury, they could also ply for hire at Burnley for a Manchester service, then the whole licensing of routes was removed. It would mean that a person only needed to get a licence to the borough boundary. He contended that defendants' licences were conditional ones.

Mr. Lustgarten argued that Ribble Motor Services had plied for hire at Burnley for a number of years in regard to this particular service, Burnley to Manchester, which also meant Burnley to Bury and Manchester. It was neither law nor sense to hold that when defendants indicated that they were going somewhere beyond Bury, when they got there that they had committed a breach of the conditions which the Burnley Corporation had laid down.

Giving their decision, the chairman (Mr. Flack), said the Bench decided that the proceedings were properly instituted. They inflicted a fine of £2 and special costs in each case. Mr. Blackhurst, Preston, who represented defendants, asked for a case to be stated for appeal.

National Show of Ponies.—The National Pony Society, of 12 Hanover Square, London, have issued the schedule of their coming show of ponies at the Royal Agricultural Hall on Friday and Saturday, March 7th and 8th, 1930. The classification embraces a very wide field and facilities are provided for the exhibition of every type of pony. There is an increased range of 17 classes for polo ponies of all ages, three for children's riding ponies, and classes for all the various native breeds of this country, viz:—Dales, Dartmoor, Exmoor, Fell, Highland, New Forest, Shetland and Welsh, so that the show should provide an excellent opportunity of comparing all the various types of ponies.

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Motor Notes.

A 20-ton Carrimore.—The accompanying photograph shows one of the new 20-ton Carrimore-Lynx climbing the steepest part of West Hill with full load. The photograph was taken on the steepest part of the hill which is 1 in 6, although this is not apparent in the photograph. We are informed that the machine made a standing start on this gradient without difficulty.

ONE OF THE NEW 20-TON CARRIMORE LYNX 8-WHEELERS.

CARTER, PATERSON'S NEW 4-TON ALBION.

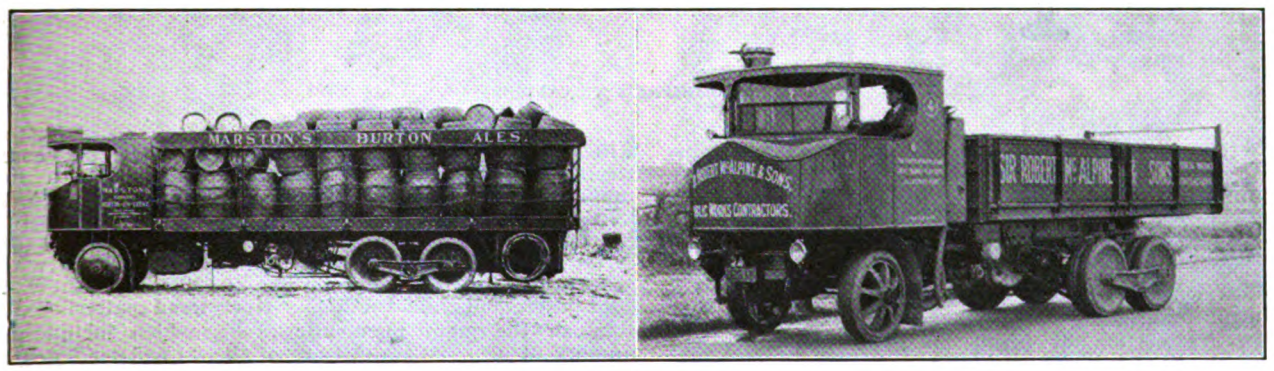
Glico No. 1.—Glico Petroleum, Ltd., Alexandra House, Queen Square, London, W.C.1, announce that their well-known motor spirit Carburine is in future to be known by the new brand name "Glico No. 1. The Anti-Pinking Spirit."

Sentinel Six-Wheelers.—The two accompanying photographs show Sentinel's D.G.6 vehicles recently delivered, one to Marston, Thompson & Evershed, Ltd., brewers, of Burton-on-Trent, and the other to Sir Robert McAlpine & Sons, for work in connection with their Mersey Tunnel contract. The brewery vehicle carries regularly the equivalent to 65 barrels of beer and is fitted with an auxiliary bunker beneath the frame and an extra water tank to enable it to do non-stop journeys. Marston, Thompson & Evershed, Ltd., have recently taken delivery of two of these vehicles. Sir Robert McAlpine's vehicle is one of six recently delivered, all of which are fitted with three way tipping bodies.

"Just-Rite" Grinding Compound.—Most garages and engineering works have had experience of Clover grinding compound in its original grease-mixed form, but not so many are familiar with the water-mixed variety marketed under the name Clover "Just-Rite" compound. Brown Brothers, Ltd., who handle these abrasives, state that it cuts with remarkable rapidity. An important feature of "Just-Rite" is its ability to remain workable, even though the job in hand has to be left for a while. No hardening up like cement as might be expected with a water-mixed compound. It is obtainable in two grades, medium and coarse, in two ounce tins, price 1/3 retail. Either grade does the entire job, it being a matter of choice which grade is used.

Carter, Paterson's New Albion.—Our photograph shows a 4-ton overtype Albion chassis on pneumatic tyres with special metal body underframe. This machine was exhibited on Carter, Paterson's stand at Olympia and is for their use.

Chassis Prices for 1930.—We have received the following 1930 chassis price lists:—Commer Cars, Ltd., Luton.—30-cwt. type 30 G.P., £365; 2-ton type G.2., £465; 2½/3-ton type 23 G.N., £555 with solid tyres, £610 with pneumatic tyres; 4-ton type 4 G.N., £750 with solid tyres, £825 with pneumatic; 5-ton type 5 G.N., £795, solid tyres, £895 pneumatic; 6/7-ton type G.6., £935 solid tyres, £995 pneumatic; 20-seater "Invader," £495, and 32/50 seater "Avenger," £995. Karrier Motors, Ltd., Huddersfield.—40-cwt. type "CY2," £470 on solid tyres, £495 pneumatic; 50-cwt. type "CYR," £475 solid tyres; 60-cwt. type "CWY," £565 solid tyres, £610 pneumatic; 80-cwt. type "GH4," £695 solid tyres, £755 pneumatic; 100-cwt. type "GH5," £750 solid tyres, £830 pneumatic; 120-cwt. type "K5," £890 solid tyres, £990 pneumatic tyres; 140-cwt. type "K7," £950 solid tyres, £1,025 pneumatic; 240-cwt. type "K6" tractor, £980 solid tyres, £1,085 pneumatic; 100-cwt. type "FM6," £1,075 pneumatic tyres; 100-cwt. type "RM6," £1,050 pneumatic; 180-cwt. type "KWF6," £1,355 pneumatic; 160-cwt. type "KWR6," £1,330 pneumatic; 240-cwt. type "TT" tractor, £770 pneumatic; 20-seater "Cutter," £675 pneumatic;



THE TWO SENTINEL D.G.6 SIX-WHEELERS REFERRED TO IN TEXT.

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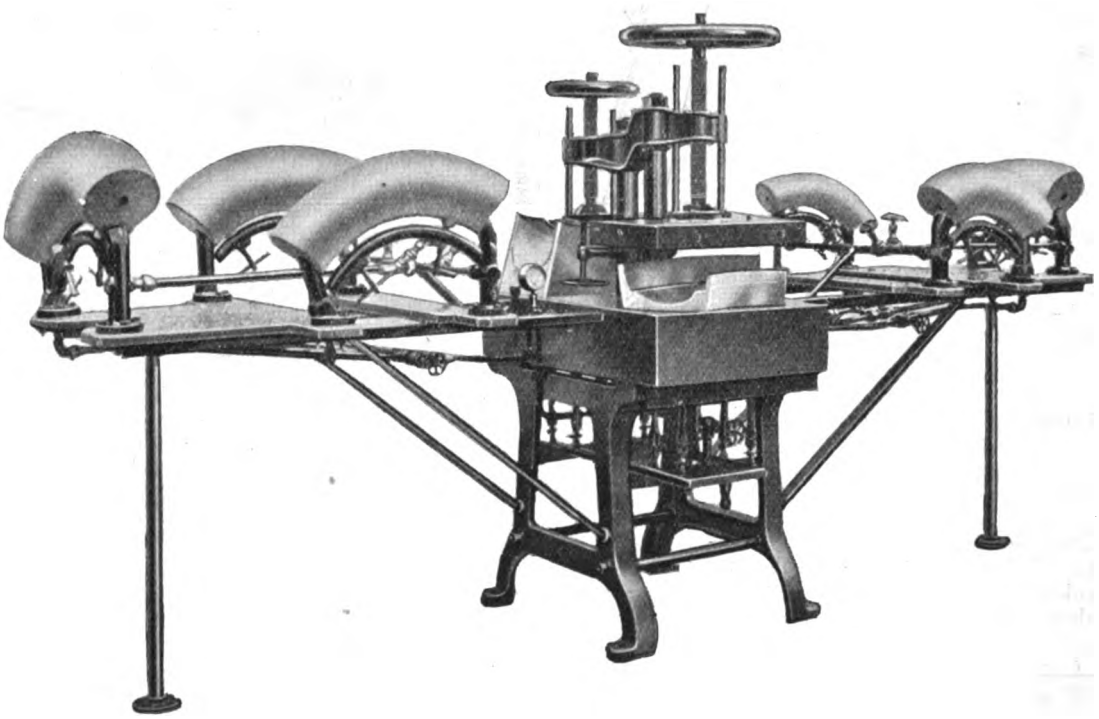
28-seater "Coaster," £725 pneumatic; 35-seater "Chaser 4," £950 pneumatic; 26-seater "Chaser 4," £950 pneumatic; 35-seater "Chaser 6," £1,050 pneumatic; 26-seater type "Chaser 6," £1,050 pneumatic; 40-seater "Clipper," £1,350 pneumatic; 68-seater "Consort," £1,525 pneumatic. Latil Industrial Vehicles, Ltd., 11, Albert Embankment, London, S.E.11.—30-35-cwt. type "JB," straight or dropped frame, £350; 30-35-cwt. type "JB," long chassis, straight frame, £395; 20-seater type "KBp," £435; 2-2½-ton type "KB2," £435; 5-ton type "NP5LL" low loader, without wheel arch, £695; 5-ton type "NTP" lorry tractor, £725; 5-ton type "JB2T" tractor, with instantaneous and automatic coupling, £495; 5-ton type "JB2T" trailer, with instantaneous and automatic coupling, £165; 6-ton type "B5" express chassis, normal straight, £925; 6-ton type "B5" express chassis, long, straight, £960; 6-ton type "B5" express chassis, long, dropped, £990; 10-ton type "TL" road tractor, £625; heavy duty tractor type "KTL," £655; agricultural and forestry tractor type "KTL," £655; 30-ton tractor type "TAR4," £1,250.

The HF. Omnipress Vulcanizer.—With the advent of giant pneumatic tyres as fitted to omnibuses and chars-a-banc, it has been necessary to consider special repairing apparatus, and Harvey Frost & Co., Ltd., 148-150, Great Portland Street, London, W.1, who are recognised the world over as the introducers of vulcanizing apparatus for general repairs, saw this need and are now in a position to offer appliances which they state will effectively repair all sizes of giant pneumatic tyres up to and including 9 in. This new vulcanizer is known as the Omnipress and is a machine which will deal with the smallest sized tyre from 90 m.m. up to 9 in., and the Company assures us that all those installing such equipments are certain of being in a position to repair effectively any type of damaged tyre offered to them. For the specialist, who only wishes to undertake tyre repairs up to 6 in., then the HF A.1. press will give complete satisfaction. From the illustration of the Omnipress vulcanizer it will be seen that with the powerful screw attachment fitted, extreme pressure can be obtained which is most essential when dealing with the repairs of giant tyres. Harvey Frost also are now offering a Dual Salvage Crane which really comprises an open truck body and powerful crane, permitting the chassis to which it is attached to be used for general cartage work. In this connection the crane is a valuable asset as it enables loads up to 1-ton to be lifted from the ground level on to the truck body but when the need arises the crane is immediately available for salvage work. The truck body is 9 ft. 6 in. long, 5 ft. 6 in. wide and 2 ft. deep but can be altered to suit requirements. Each of the two independent hoists has a capacity of 30-cwt., the winches being operated from either or both sides of the vehicle as convenient. The jib is arranged to fold back against the driver's cab when not in use leaving an almost unrestricted floor space for goods. Steadying jacks are affixed to the tailboards for use when heavy loads are carried on the crane and a special type telescopic twin-armed combination distance and towing bar can be added to the outfit. The total weight is 13-cwt., making the crane suitable for attaching to trucks of no less than 30-cwt. capacity.

Vulcans for the Argentine.—Vulcan Motor & Engineering Co. (1906), Ltd., Crossens, Southport, have recently received an order from the Argentine for a 30-cwt. forward control chassis, 50-cwt. forward control chassis, 3/5-ton medium 6-wheeled chassis and 35-cwt. "Shaftesbury" low loading chassis.

Tyres by Avon.—The Avon India Rubber Co., Ltd., 343-5, Euston Road, London, N.W.1, have issued a new and interesting brochure illustrating and describing the new Avon tyres; the brochure also contains a mass of useful information concerning the care and management of Avon tyres of all descriptions both solid and pneumatic. In a foreword it is stated that the new Avon wired balloon motor cover carries a handsome buttressed tread of the three-ribbed type and is offered in a full range of normal and heavy duty sizes—the former to be known as Avon and the latter as Avon "Loadster." For beaded-edge and flat-base rims carrying high pressure tyres the "Tricord" type is retained so far as outward appearances go, but nevertheless the tyres are new in conception and construction. New tread patterns distinguish the giant pneumatic range, which includes a number of new sizes. All are of the "Loadster" grade, and a few sizes are available of "Loadster" extra-heavy construction. There is also a useful group of low-pressure (bus balloon) giants and three sizes of chevron-grooved tractor tyres, as used on War Office six-wheelers. All these are new on the Avon list.



THE H.F. OMNIPRESS VULCANIZER.

"The Nickel Bulletin."—The December number of "The Nickel Bulletin," issued by the Bureau of Information on Nickel, The Mond Nickel Company, Limited, Imperial Chemical House, Millbank, London, S.W.1, contains much valuable information concerning the application of nickel cast iron in the motor manufacturing and commercial transport industries generally. The publication also contains abstracts and references concerning applications, properties, technology, electrodeposition and patents, all relating to nickel.

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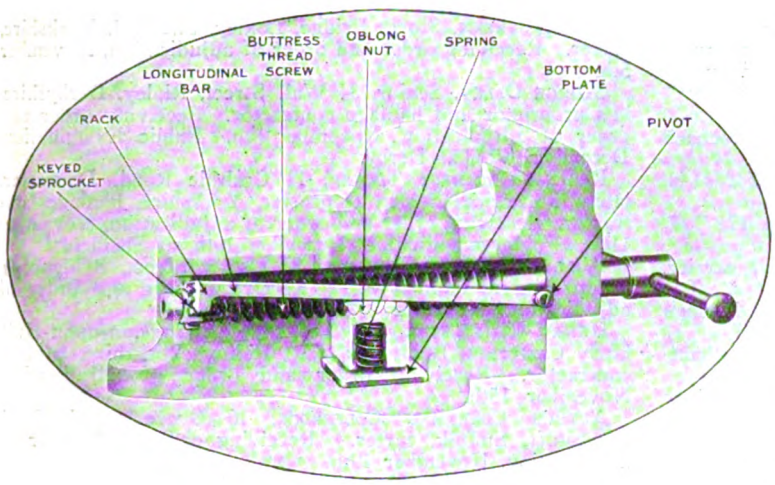
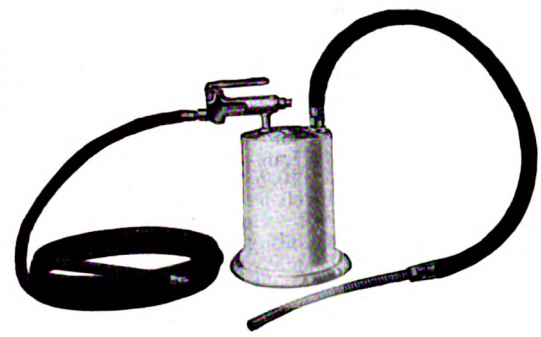
The Beatall Vice.—Our attention has been drawn to an entirely new type of engineers' vice known as the "Beatall." The main features of the patent are the quick action device and the provision made for the ordinary screw vice should the quick action device go wrong, which, however, is practically impossible. The action is as follows:—By giving the operating screw a half turn to the left a rachet on the end of a threaded screw depresses a longitudinal bar; this presses the spring and frees the operating nut from contact with the buttress thread of the screw. When the anti-clockwise pressure is taken off the nut comes back into action and the vice can be used like an ordinary one. A special feature is that the mechanism is protected by being housed in the vice. The vice is made in three sizes, namely, 3¼ in., 4¼ in. and 5¼ in. jaw opening and 2½ in., 3¼ in. and 4½ in. depth of jaw; prices 28/6, 41/- and 50/6 respectively. The vice is manufactured by Andrew Page & Son, Ltd., 99, Albion Street, Leeds, and 21, Sycamore Street, Sheffield.



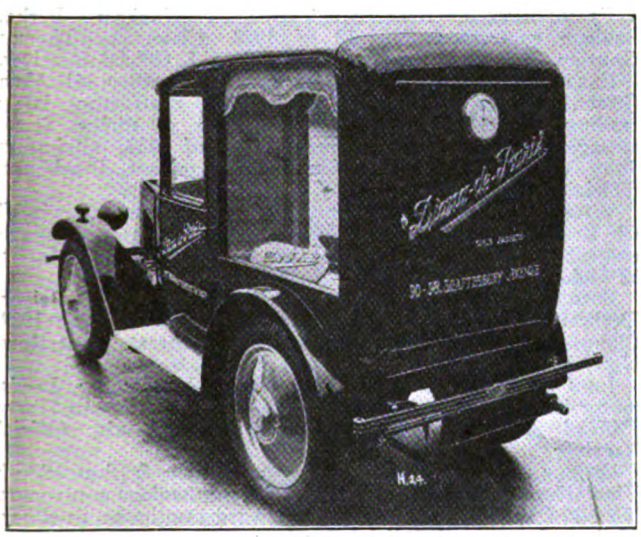
THE "BEATALL" VICE.

The "Air-Way" Flusher.—H. A. Moore & Co., Ltd., 150, Southampton Row, London, W.C.1, are marketing the "Air-Way" flusher—an equipment for cleaning old grease from rear axles or transmissions. It reduces grease to a liquid and removes it with great thoroughness and rapidity. It operates from the compressed air supply line. Utilising a cleaning fluid, agitated by air pressure, it is claimed that it will clean and flush the most inaccessible parts of a gear case and its high vacuum will remove practically the last drop of liquid in the case. It consists of a cylindrical container of heavy pressed steel and has a capacity of one gallon. The operating valve is of brass, nickel plated. It is supplied with 12 ft. of ¼ in. air hose with ¼ in. connections. Its weight is 9 lb.

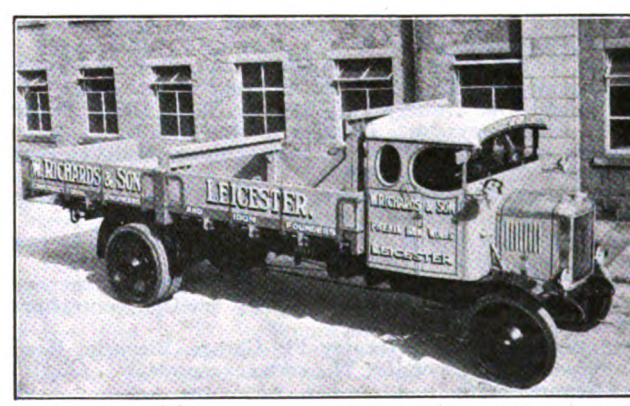


THE MOORE "AIR-WAY" FLUSHER.

SKF Power Transmission Equipment.—We have received from the Skefko Ball Bearing Co., Ltd., Luton, an excellent publication giving the fullest possible particulars of the SKF ball and roller bearing power transmission equipment, including SKF split belt pulleys. It has been the firm's endeavour to make the publication as comprehensive as possible on all matters concerning the erection and maintenance of SKF line shafting accessories, and in addition to the standard ranges of transmission accessories previously listed they have included supplementary ranges which are available at other SKF factories. Copies of the catalogue are now available for all those genuinely interested.



A BONALLACK PUBLICITY BODY.



A KARRIER 7-TONNER FOR W. RICHARDS & SON, LEICESTER.

Bonallack Coach Work.—The accompanying illustration shows a special body mounted on a Morris "Minor" chassis. It is designed so as to represent as nearly as possible one of the shop windows of Messrs. Diana de Paris, of Shaftesbury Avenue, London, W.1. The show windows on each side are fitted with mirrors at back and side and the floor is parquet and lighting is by vacuum tube lamps. Each window is designed to show three model dresses or blouses on stands. The back represents part of the shop premises between the windows, in which the clock is conspicuous. The body has a capacity for about 30 dress boxes. The spare wheel is carried in a special compartment under the floor.

Recent Karrier Deliveries.—Karrier Motors, Ltd., Karrier Works, Huddersfield, announce that during the past few weeks they have received many orders for their popular "K" type goods models, and a very satisfactory number of deliveries of both chassis and finished vehicles have been made to users in various trades, amongst these is a 5-ton flat lorry with 4-ton trailer for fast delivery in Scotland. A hinged sided 7-tonner for W. Richards & Son, Phoenix Ironworks, Leicester, and an hydraulically operated 5-ton end tipper for the Manchester Corporation Waterworks.

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County Court Judgments.

THE following returns from the Registry of County Courts' Judgments, Whitehall, have been received relating to judgments entered up in the respective County Courts of England and Wales. Publication does not imply inability to pay. Many judgments may have been settled between the parties or paid. Judgments settled otherwise than through the Court may appear unless "satisfaction" is entered up within twenty-one days from judgment or allocatur. Registered judgments are not necessarily for debts. They may be for damages or otherwise, they may relate to actions *bona fide* contested between the parties, or they may be against defendants, liable in a representative capacity, and not personally; but no distinction is made on the register. Judgments are not returned to registry if satisfied in Court books within twenty-one days.

A. Howard, 45 Gibson Street, Ardwick, Lancs., motor coach proprietor. £24/9/4. October 8th.

F. Gilbert, Walcot, Lincs., haulage contractor. £42/11/4. September 24th.

F. Leach, 97 Mulgrave Street, Crosby, Lincs., haulier. £71/1/7. October 14th.

E. W. Birch, 56 Clive Road, Enfield, Middlesex, carrier. £37/16/2. April 18th.

F. C. Puddy, 4 Back Lane, Crouch End, Middlesex, haulage contractors. £25/10/6. October 7th.

F. Godber, 10 Southwell Road, Mansfield, Notts., carting contractor. £26/14/4. October 11th.

Albt. Stevens, 33 Blatchington Road, Seaford, Sussex, haulage contractor. £93/6/3. October 11th.

Geo. Jones, Gloppa, Llandegla, Denbigh., haulage contractor. £32/10/10. September 11th.

H. Leigh, Cowley, Near Dronfield, Derbyshire, haulage contractor. £82/6/2. October 11th.

Buff Motor Co., Redding Road, Eastville, Bristol, char-a-banc proprietors. £28/7/5. October 17th.

Robt. Parkinson, 4 Dougill Street, Bolton, carter. £29/16/1. October 9th.

E. Gray & Sons (Transport), Ltd., 3 High Street, Tottenham, N.15., transport contractors. £40/17/2. October 16th.

S. Morton & Sons, Bendor Garage, Wooler, Northumberland, haulage contractors. £32/19/0. October 7th.

F. E. Wattam, Moor Hawes Farm, East Grinstead, Sussex, haulage contractors. £24/16/2. October 2nd.

J. Rowe, Hirwain, Brecon, haulage contractor. £42/11/7. October 22nd.

F. W. Pitt, Hill Brow, Liss, Hants., haulage contractor. £44/16/4. October 22nd.

R. Hudson, Mayfields, Liverpool, haulage contractor. £25/6/6. October 17th.

W. J. Onions and Florence Onions, 20 Graham Road, West Bromwich, Staffs., motor haulage contractors. £45/5/0. October 18th.

Arnold Stubbs, 110 Moston Street, Birches Head, Hanley, Staffs., carrier. £43/9/6. October 26th.

A. Cushing, 57 Arnold Street, Lowestoft, haulage contractors. £23/1/7. November 4th.

Fredk. Humpherson, 210 South View Road, Sheffield, haulage contractor. £22/1/6. October 22nd.

S. England, Old Brewery Yard, Railway Road, Ilkley, Yorks., haulage contractor. £24/11/11. May 14th.

Spencer & Bond, 3 Charlotte Street Mews, Hull, carriers. £25/19/2. October 28th.

Ernest Rees, 65 Dinas Street, Plasmarl, Swansea, haulage contractor. £22/16/0. October 15th.

Geo. Ward, The Rising Sun, Wareham, Dorset, haulage contractor. £43/7/6. November 1st.

Herbert Hy. Fox and Florence Amelia Fox, Kinnersley, Waltham Road, Boscombe, Hants., haulage contractors. £237/6/6. October 25th.

Geo. Wm. Houghton, Hornsey Pk. Garage, Blenheim Road, Wood Green, London, N., cartage contractor. £30/0/0. November 5th.

G. L. Austin, 11 High Street, West Bromwich, Staffs. (Tdg. as Austin Bros.), haulier. £22/12/6. October 26th.

Sidney Jeffery, 26 Ferndale Road, Herne Hill, London, S.E., jobmaster. £23/0/6. November 5th.

Jas. Garman, 80 Kempshott Road, Horsham, Sussex, carrier. £28/7/10. October 15th.

G. Robbins, 16 Floodgate Street, Birmingham, haulage contractor. £26/13/0. October 30th.

Wm. Roberts, the younger, Oxford House, Penmaenmawr, Caernarvon, haulage contractor. £26/10/7. November 9th.

H. W. Adams & Co., Pile Street, Redcliffe, Bristol, carriers. £31/8/5. November 14th.

Harold Moseley and Jas Nesbit, 144 Warde Street, Hulme, Manchester (Tdg. as Moseley Motors), char-a-banc proprietors. £48/7/4. November 7th.

The Gazette.

Dissolution of Partnership.

WALPOLE HORACE STOKES and LEWIS STOKES, trading as Stokes Bros., King Street, Stalybridge, Lancashire, carriers. 2nd November, 1929.

The Bankruptcy Acts, 1914 and 1926. Bankruptcy Proceedings.

ROBERT LEADBETTER, 3 Alexandra Street, Widnes, Lancashire, motor haulage contractor. Receiving order and order of adjudication, November 1st.

HEDLEY GREEN, Storrs Bridge, Loxley, Sheffield, Yorkshire, carter. Receiving order and order of adjudication, November 5th.

GEORGE DALEY, Senior, 34 Wall Street, Ripley, Derbyshire, bus proprietor and haulage contractor. Receiving order and order of adjudication, November 8th. Public Examination, December 17th, at Derby.

REGINALD ERNEST TUCKER, 11 Craithie Road, Doncaster, lately 40 Princes Street, Doncaster, Yorkshire, haulage contractor. Receiving order and order of adjudication, November 11th. Public examination, December 19th, at Sheffield.

WILLIAM WISTAN EDWARDS, 22 Listley Street, Bridgnorth, Salop, general haulier, etc. Receiving order and order of adjudication, November 11th.

HENRY THISTLETON, 138 Lee Street, Kingston-upon-Hull, lately Camerton, Burstwick, East Riding, Yorkshire, haulage contractor. Receiving order and order of adjudication, November 15th.

ARTHUR COURTMAN COLEBROOK, 16 Grove Road, North Lowestoft, Suffolk, carter. Receiving order and order of adjudication, November 19th.

STANLEY LLOYD THOMAS, "Pencarn," Chepstow Road, Langston, near Newport, Monmouthshire, haulage contractor. Receiving order and order of adjudication, November 20th. Public examination, January 7th, at Newport, Mon.

WILLIAM PRICE, 17 Avenue Place, Starbeck, Harrogate, lately 11 Newnham Terrace, Harrogate, and 18 Granville Road, Harrogate, general carrier. Receiving order and order of adjudication, November 18th.

AMOS WHITTAM, 290 Accrington Road, Burnley, Lancashire, light haulage contractor. Receiving order and order of adjudication, November 23. Public examination, December 17th, at Burnley.

WILLIAM CHARLES STEVENS, 102 Ramsden Square, Cambridge, haulage contractor. Receiving order and order of adjudication, November 26th.

Notices of Intended Dividend.

FRANK RIVERS, Nine Mile Ride, Wokingham, Berks., haulage contractor. No. 13 of 1928. Claims to Thomas Gourley, 29 Russell Square, London, W.C.1, Official Receiver.

FRED BRADLEY, trading as Ashworth & Bradley, 41 Alma Street, Blackburn, Lancashire, haulage contractor, lately trading in co-partnership with another at Birley Street Garage, Blackburn, Lancashire. No. 18 of 1929. Claims to John William Carter, District Bank Chambers, Blackburn, Official Receiver.

WILLIAM HIRST GEE, trading as "Gee's Motor Services," 68 Broad Lane, Laisterdyke, Bradford, motor haulage contractor. No. 40 of 1929. Claims to John Osborne Morris, 12 Duke Street, Bradford. Official Receiver.

EDMUND LESLIE HOPKINSON, 98 Pottery Houses, Belper, Derbyshire, lately haulage contractor. No. 34 of 1929. Claims to Leslie Arthur West, 22 Regent Street, Park Row, Nottingham, Official Receiver.

JOHN HARPER WOOD, Highbury Mount, Headingley, Leeds, motor haulage contractor. No. 79 of 1928. Claims to Harry Clifford Bowling, 24 Lower Bond Street, Leeds, Official Receiver.

GEORGE HENRY DAVEY, trading as Davey & Son, South View, Keyingham, East Riding, Yorkshire, haulage contractor. No. 50 of 1929. Claims to Joseph Edward Danthorpe Stickney, 37 Scale Lane, Hull, Official Receiver.

Notices of Dividend.

JOHN EBENEZER DAVIES, Coopers Well, Pantyffynon, Carmarthenshire, haulage contractor, etc. No. 20 of 1928. First and final of 5½d. in the £, payable at 4 Queen Street, Carmarthen.

FRANCIS MUTTON, Lower Treween, Altarnum, Cornwall, haulage contractor. No. 44 of 1927. First and Final of 1/7d. in the £, payable at 11 St. Aubyn Street, Devonport.

The above notice is in substitution for the notice of dividend of 4/6½ per £, previously published, the dividend then advertised not having been paid.

ROBERT HENRY HILL, 29 Hawksley Avenue, Sheffield, trading as Frank A. Hill, haulage contractor, etc. No. 117 of 1928. First and Final of 5½ in the £, payable at the Official Receiver's Offices, 14 Figtree Lane, Sheffield.

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New Companies.

Anderson, Stanford & Ridgeway (1929), Ltd. (7,952).—Private Company. Registered in Dublin on December 4th. Capital £8,000 in 7,000 preference shares and 1,000 ordinary shares of £1 each. Objects: To acquire the business now carried on in Dublin and elsewhere by Anderson, Stanford & Ridgeway, Ltd., and to carry on the business of cabinet makers, upholsterers, French polishers, bedding and mattress manufacturers, furniture removers, etc. The permanent directors are: R. J. Anderson, R. V. Stanford.

James Edwards and Sons (Chester), Ltd. (244,147).—Private Company. Registered December 6th. Capital £5,000 in £1 shares. Objects: To carry on the business of motor garage proprietors, manufacturers, agents for and repairers of motor vehicles, haulage contractors, carriers by road, etc. The first directors (to number not less than 2 nor more than 4) are: G. J. Edwards, A. Edwards, Mrs. Amy A. Done, A. J. Adams. Secretary: A. J. Adams. Registered office: 12, Upper Northgate Street, Chester.

Thomas' Luxury Coaches, Ltd. (244,154).—Private Company. Registered December 6th. Capital £2,500 in £1 shares. Objects: To carry on the business of motor coach and carriage proprietors, etc. The directors are: J. Friends (chairman), H. H. Friends, E. Thomas. Registered office: 67, Broad Street Avenue, E.C.2.

Eastbury Transport, Limited. (244,141).—Private Company. Registered December 6th. Capital £500 in £1 shares. Objects: To carry on the business of haulage, cartage and general transport contractors, caterers for and organisers of chars-a-banc, omnibus and general road transport services, including motor, aerial and other pleasure trips, public garage owners, etc. The directors are: N. P. Arnold, Dora M. Coney. Secretary: E. G. Augood, 48, Cambridge Road, Barking, Essex.

Whitehalls, Ltd. (244,182).—Private Company. Registered December 7th. Capital £2,000 in £1 shares (1,580 "A" and 420 "B"). Objects: To carry on the business of motor coach, char-a-banc, omnibus and motor car proprietors and transport and haulage contractors, etc. The permanent directors are: K. J. Shorey, A. MacDonald, F. P. Attwood. Secretary: F. P. Attwood. Registered office: 3, Kentish Town Road, N.W.1.

Bond & Blogg, Ltd. (244,188).—Private Company. Registered December 9th. Capital £500 in £1 shares. Objects: To carry on the business of road transport and removal contractors, general carriers, railway and forwarding agents, insurance agents and brokers, etc. The directors are: H. F. Bond, A. A. Blogg. Registered office: 90, Wandle Road, Tooting, S.W.17.

J. Strong, Ltd. (244,219).—Private Company. Registered December 10th. Capital £1,100 in 100 8 per cent. cumulative preference and 1,000 ordinary shares of £1 each. Objects: To acquire the business of road transport and general haulage contractors now carried on by H. W. Ford, F. W. Ford and J. J. Strong, at 63, St. Paul's Road, Highbury, N. The directors are: H. W. Ford, F. W. Ford, J. J. Strong. Registered office: 18, Alwyne Square, N.1.

James Davis, Ltd. (244,248).—Private Company. Registered December 11th. Capital £2,000 in £1 shares. Objects: To carry on the business of omnibus, char-a-banc and garage proprietors, motor, electrical and general engineers, taxi-cab proprietors, dealers in oils and petrols, haulage contractors, car owners and dealers in hardware, musical instruments and wireless accessories, etc. The first directors (to number not less than 2 nor more than 7) are: J. Davis (permanent managing director), G. R. Drysdale. Registered office: 3a, Pole Street, Preston.

Glews (Goole), Ltd. (244,357).—Private Company. Registered December 16th. Capital £3,000 in £1 shares. Objects: To carry on the business of furniture dealers, undertakers, house furnishers, furniture storers and removers, etc. The directors are: A. H. Lumley Glew, Doris M. Glew. Registered offices: 64, Aire Street, Goole.

Wilson Haigh, Ltd. (244,433).—Private Company. Registered December 18th. Capital £7,500 in £1 shares. Objects: To acquire the business carried on by Wilson Haigh as a motor engineer and motor car, bus and hackney carriage proprietor, carrier and motor haulage contractor at Holmfirth. The first directors (to number not less than 2 nor more than 5) are: W. Haigh, Mrs. D. Haigh (life directors). W. Haigh is governing director. Registered office: Ribbleden Garage, Dunford Road, Holmfirth, near Huddersfield.

Dallas & Co. (Transport), Limited. (244,408).—Private Company. Registered December 18th. Capital £1,000 in £1 shares. Objects: To acquire the business of haulage and cartage contractors now carried on by W. T. Dallas and D. A. L. Dowling, trading as Dallas & Co., at Church Road, Kingston-on-Thames, Surrey. The permanent directors are: W. T. Dallas (chairman), D. A. L. Dowling. Secretary: H. C. Munday. Registered office: Church Road, Kingston-on-Thames.

Dales Export Packing Company, Ltd. (244,444).—Private Company. Registered December 19th. Capital £1,000 in £1 shares. Objects: To carry on the business of export packers, wharfingers, lightermen and haulage contractors, etc. The first directors are to be appointed by the subscribers. Secretary: C. Fyson. Registered office: 1-2, Warwick Street, Regent Street, W.1.

T. J. Shillington, Ltd. (244,468).—Private Company. Registered December 19th. Capital £1,500 in £1 shares. Objects: To carry on business as coal merchants, factors and dealers, haulage and cartage contractors, motor repairers, dealers in oil, petrol, etc. The first directors (to number not less than 2 nor more than 4) are: Mrs. A. H. Shillington (permanent), T. H. Shillington, N. L. Shillington and W. J. Shillington. Registered office: 48, Castle Street, Liverpool.

C. & C. Transport & Trading Co., Ltd. (244,593).—Private Company. Registered December 24th. Capital £500 in 5/- shares. Objects: To carry on the business of haulage, cartage and general transport contractors, inaugurators, organisers and maintainers of systems for the distribution of coal, coke and other fuels, etc. The directors are: Mrs. Annie M. Helps, J. G. Helps, J. E. Truzzell. Secretary: J. E. Truzzell.

Tahiti Steamship Company, Ltd. (244,613).—Private Company. Registered December 24th. Capital £1,000 in £1 shares. Objects: To carry on the business of shipowners, carriers by sea, shipping and forwarding agents, etc. The directors are: F. Oldfield, W. G. Mahoney, J. A. T. Mackenzie. Registered office: 86, Strand, W.C.2.

Carter & Bone, Ltd. (244,594).—Private Company. Registered December 24th. Capital £1,000 in £1 shares. Objects: To carry on the business of coal and coke merchants formerly carried on by R. G. W. Carter at Drayton, Norfolk, and that of carters, carriers, haulage and transport contractors, etc. The permanent directors are: R. G. W. Carter, G. B. Bone.

Admiral Tug and Lighterage Company, Ltd. (244,617).—Private Company. Registered December 27th. Capital £3,000 in 2,800 ordinary shares of £1 each and 4,000 founders shares of 1/-. Objects: To carry on the business of shipowners and brokers, managers of shipping property, freight contractors, carriers by land and sea, barge owners, lightermen, forwarding agents, storekeepers, warehousemen, dock proprietors and stevedores, etc. The directors are: L. G. Claridge (permanent director and chairman), Bertha Claridge, E. L. Claridge. Secretary: E. L. Claridge. Registered office: 1, Ironmonger Lane, E.C.2.

Rapid Road Transport Company, Limited. (244,640).—Private Company. Registered December 27th. Capital £1,500 in 1,400 ordinary shares of £1 each and 2,000 founders shares of 1/- each. Objects: To carry on the business of haulage, cartage, general transport and removal contractors, motor car agents, motor coach and garage proprietors, etc. The directors are: L. G. Claridge (permanent chairman), Bertha Claridge, E. L. Claridge. Secretary: E. L. Claridge. Registered office: 1, Ironmonger Lane, E.C.2.

Victoria Coaches, Ltd. (244,647).—Private Company. Registered December 27th. Capital £5,000 in £1 shares. Objects: To acquire the undertakings of A. R. March and A. C. Redbourn, automobile engineers and char-a-banc proprietors, carrying on business at the Victoria Garage, 2, Victoria Road, Ramsgate, and to carry on the same and the business of coach builders, runners of omnibuses, taxi-cab and char-a-banc services, etc. The directors are: A. C. Redbourn (managing director), A. R. March (both permanent, subject to each holding 100 shares). Secretary: E. H. Ovenden. Registered office: 2, Victoria Road, Ramsgate.

Harry C. France (Carriers), Ltd. (244,656).—Private Company. Registered December 28th. Capital £2,000 in £1 shares. Objects: To carry on the business of carriers and haulage contractors formerly carried on by H. C. France at 29, Findon Street, Sheffield, and that of proprietors of motor omnibuses, tractors and carriages, etc. The first directors (to number not less than 3 nor more than 5) are: H. C. France, H. Ford, May France. Secretary: H. Ford. Registered office: 29, Findon Street, Sheffield.

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Andrews (Southampton), Limited. (244,684).—Private Company. Registered December 30th. Capital £4,000 in £1 shares. Objects: To acquire the business of motor engineers, baggage contractors and general carriers carried on by Lottie Andrews and J. A. Andrews as Andrews Bros., Southampton, and to carry on the same and the business of electrical, wireless and mechanical, marine and general engineers, etc. The permanent directors are: Mrs. Lottie Andrews (governing director), J. A. Andrews (managing director). Registered office: No. 7 Berth, Channel Road, The Docks, Southampton.

A. Pannell, Ltd. (244,721).—Private Company. Registered January 1st. Capital £6,000 in £1 shares. Objects: To acquire the business of carman and contractor now carried on by A. I. Pannell at Glasshouse Street and elsewhere in London. The directors are: A. I. Pannell (permanent governing director and chairman), A. C. Pannell, H. T. Pannell.

Fylde Live Stock Transport, Ltd. (244,792).—Private Company. Registered January 2nd. Capital £1,500 in £1 shares. Objects: To acquire the business of a motor transport contractor carried on by E. Rainford at Blackpool. The first directors (to number not less than 3 nor more than 5) are: W. Armstead, J. Cocker, T. Masheter, J. Pickering, E. Rainford.

Croydon Coaches, Ltd. (244,785).—Private Company. Registered January 2nd. Capital £500 in £1 shares. Objects: To carry on the business of motor coach and carriage owners, hauliers, transport contractors, etc. The first directors are: J. C. Kenward, A. E. E. Dawson, Mrs. D. Duckering (all permanent). Registered office: 51, Sydenham Road North, Croydon.

Mortgages, Charges and Satisfactions.

E. W. Younger & Co., Ltd.—Mortgage on 8, 10 and 12 Spicer Lane, Quayside, Newcastle-upon-Tyne, dated November 21st, 1929, to secure all moneys due or to become due from the company to the Midland Bank, Ltd.

H.B. Buses, Ltd.—Charge on properties in Totnes, dated November 26th, 1929, to secure all moneys due or to become due from the company to Lloyds Bank, Ltd., not exceeding £5,000.

Cornfield Garage, Ltd.—Land Registration charge on 19 Cornfield Road, Eastbourne, dated November 30th, 1929, to secure £3,507 16s. 3d. Holders: Eastbourne Mutual Building Society.

Springer & Company, Ltd.—Debenture dated December 2nd, 1929, to secure £630, charged on the company's property, present and future, including uncalled capital. Holder: L. Myers, Spitalfields Market, E.

Henry Allen, Ltd.—Particulars filed of £1,500 debentures authorised December 5th, 1929, charged on the company's property, present and future, including uncalled capital, the whole amount being now issued.

J. G. Fryer, Ltd.—Debenture charged on the company's undertaking and property, present and future, including uncalled capital, dated December 6th, 1929, to secure all moneys due or to become due from the company to Barclays Bank, Ltd.

South Western Transport Company, Ltd.—Particulars filed of £300 debentures authorised December 9th, 1929, charged on the company's undertaking and property, present and future, including uncalled capital, the whole amount being now issued.

W. Bleasdale & Co., Ltd.—Two mortgages on S. S. "Attercliffe" and "Beecliffe" both dated December 10th, 1929, to secure all moneys due or to become due from the company to the National Provincial Bank, Ltd., respectively.

Southern Roadways, Ltd. — Second debenture dated December 10th, 1929, to secure £18,000, charged on land at Poole and the company's undertaking and property, present and future, including uncalled capital (subject to existing debentures for £17,000). Holders: Branch Nominees, Ltd.

Accrington Motor Services, Ltd.—Debenture charged on the company's undertaking and property, present and future, including uncalled capital and as collateral security thereto, a mortgage on Hillock Vale Motor Garage, Burnley Road, Huncoat, Accrington, both dated December 14th, 1929, to secure £1,000. Holders: J. Singleton, "Tremellyn," 35 Kings Road, Ansdell, Lytham-Saint-Annes, Lancs.

Malden Haulage Company, Ltd. — Debenture dated December 17th, 1929, to secure £250, charged on the company's property and assets, present and future, at 90 Elm Road, New Malden, including its undertaking and uncalled capital. Holder: S. H. Longman, 18 Fassett Square, Dalston, E.8.

Chalkley's Garages, Ltd.—Particulars filed of £1,125 debentures authorised December 18th, 1929, charged on the company's undertaking and property, present and future, including uncalled capital, the amount of the present issue being £925.

Watford Co-operative Mutual Omnibus & Transport Co., Ltd. — Mortgage debenture dated December 19th, 1929, to secure £1,000 charged on the company's undertaking and property, present and future, including uncalled capital. Holder: B. Holt, Primrose Cottage, Radlett Road, Watford, Herts.

John Uttley & Sons (Blackpool), Ltd.—Satisfaction in full on October 14th, 1929, of mortgage dated February 3rd and registered February 20th, 1926, securing £7,500.

South Notts. Bus Company, Ltd.—Satisfaction in full on November 18th, of debenture dated March 4th, and registered March 9th, 1929.

Vokins & Company, Ltd.—Satisfaction to the extent of £3,000 on December 2nd, 1929, of debentures authorised May 28th and registered June 15th, 1926, securing £16,000 (part of an issue of £20,000).

British Industries Fair Advance Catalogues.—A special advance overseas edition of the catalogues of the 1930 British Industries Fair, to be opened in London and Birmingham on 17th February, was published seven weeks before the opening of the Fair and has been issued to 10,000 business men in Europe, North America, South Africa and the eastern coast of South America, including all those buyers who have notified the Department of Overseas Trade of their intention to attend the Fair. By this publishing feat, which has only been made possible owing to the keenness of British manufacturers to participate in the Fair, trade buyers in cities as far apart as Istanbul, Capetown and Vancouver will be able to receive copies of the Fair catalogues before commencing their voyage to England. The catalogues, apart from containing descriptive entries of the exhibits of some 1,800 British manufacturers, embody a complete classification of the exhibits by trades, and indexes in nine languages, enabling foreign buyers who are ignorant of the English language easily to trace the goods in which they are particularly interested.

NOTICES

The World's Carriers is published monthly, on the 15th of each month. Annual Subscription, including World's Carriers Year Book and Diary, $1 1s., post free.

Advertisement tariff sent on request.

The Editor, while promising to give prompt consideration to any articles, notes, drawings, or photographs submitted, disclaims all liability in connection with contributions sent in voluntarily. If a properly addressed and stamped envelope is forwarded, every effort will be made to return rejected contributions.

Books, pamphlets, prospectuses, and newspapers (the latter having any special item conspicuously marked) should be addressed to the Editor.

All remittances should be made payable to "The Carriers Publishing Company, Ltd.," Bangor House, 68 & 69 Shoe Lane, London, E.C.4, and crossed "Midland Bank, Ltd."

Telegrams: KARRIWORL, LUD, LONDON. **Telephone: CENTRAL 6066 (2 lines).**

Our Information Bureau.

FOR THE INFORMATION OF OUR SUBSCRIBERS we have recorded the names of General Carriers, Furniture Removers, Motor Haulage Contractors, and Forwarding Agents in all parts of the world.

Any subscriber requiring the name and address of a carrier, motor transport contractor, furniture remover, or forwarding agent in any particular town can obtain the information by writing us and enclosing a stamped addressed envelope.

FREE INFORMATION COUPON.

Information and advice can be obtained relating to Road Transport matters and concerning Motor Vehicles such as Buses, Lorries, Steam Wagons, Delivery Vans and Tractors.

"THE WORLD'S CARRIERS."

Information Bureau Coupon.

JANUARY, 1930.

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The
World's Carriers
AND
Carrying Trades' Review
A MONTHLY RECORD OF THE CARRYING TRADES OF THE WORLD.

VOL. XXVI.—No. 305. FEBRUARY 15, 1930. [ANNUAL SUBSCRIPTION, £1 1s. (INCLUDING YEAR BOOK AND DIARY).

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The Co-ordination of Passenger Transport.

AFTER we had gone to press with the last issue of this journal a very interesting paper was read before the members of the Institute of Transport by Mr. Ashton Davies, General Superintendent (Passenger Commercial), London, Midland and Scottish Railway, on the progress which had taken place during the past twelve months in co-ordinating rail and road transport as far as the passenger side was concerned, this being the period following the acquisition of full road transport powers by the railway companies. For the last three or four years co-ordination has been much in the minds and on the lips of transport men, both as a means of providing the greatest facilities for the travelling public without unnecessary waste of capital, and at the same time to assist the railway companies to improve their financial position from the parlous state of affairs which followed the end of the Great War. The first step, however, towards co-ordination was taken when the Institute of Transport was formed, now just on eleven years ago. The coming together of leading men in every branch of transport was a great step forward towards ending the antagonism of competitive forms of transport, and as year by year has gone by we have seen a steady movement towards a better understanding of the difficulties and the problems of each section of the industry. This has laid the basis upon which it has become possible to negotiate working arrangements on a friendly footing between the various parties concerned. At the same time, the process would have been a very much slower one had the railway companies not secured legislative powers to carry on road transport services of a very wide character. It is good, therefore, to have a review of what has taken place since that event, and the paper by Mr. Ashton Davies is to be welcomed on this account. In outlining the position he has dealt with the Road Traffic Bill, now coming before the House of Commons after passing through the House of Lords, and in connection with this he makes a suggestion which is worthy of very special consideration. A great deal of doubt is being felt in transport circles as to the Area Commissioners, who will be responsible for the licensing of public service road vehicles in each of the twelve appointed areas. The suggestion made by Mr. Davies is that these Area Commissions should be established on a similar basis to the Railway Rates Tribunal, which consists of an impartial Chairman and of two other members, one a representative of the industry, and the other a representative of the users, and in this way a judicial body has been formed which has secured the confidence of both sides. As at present outlined in the Bill these Area Commissions are to consist of a Chairman, appointed by the Minister of Transport, and two commissioners drawn from panels nominated by local authorities. We trust that this suggestion will be urged very strongly in Committee and in this way one of the objections to the Bill will be overcome. In dealing with the widespread arrangements which have already been made by the railway companies and passenger road transport organisations, the lecturer referred to the joint committees, consisting of an equal number of representatives of the railway company and the passenger vehicle company, which are being set up. While each side of this committee will have its own system of transport to keep to the forefront, yet the committee as a whole will be dealing with the question from a broader point of view and its duties will be to provide that form of transport which is most needed to provide travelling facilities for the public. Although the lecturer dealt only with the subject of co-ordination of passenger transport, yet the principle underlying the whole subject is the same and it is only possible to deal in a practical form with the results as already shown. When it comes to the wider field of co-ordination—that between railway, road, sea, and air methods of transport—the details may become more involved and the organisation required may be of a more complex character, but the experience already secured will tend to make any further development easier.

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Comment on Current Topics.

Tramcar, Railless Vehicle and Motor Bus.

An interesting paper dealing with the advantages and limitations of the three types of public service vehicles—the tramcar, the trolley bus, and the motor bus—was given by Mr. R. H. Wilkinson before the members of the Institute of Transport on Monday, February 10th last. Perhaps the most difficult thing in the world is to be impartial on any subject, and, at any rate in the case of transport, everyone has his own preference and usually favours the kind of transport in which he is engaged. Even those who, for obvious reasons, are not limited in their scope to a single section of the industry, yet have their own strong convictions and advocate some particular form of transport as the best for a specific purpose. For ourselves we are whole-heartedly in favour of the motor bus as against the tramcar. It is safe to assert that no tramway engineer, faced with the problem of what form of traction he should introduce to a particular municipality, would entertain for a moment the idea of laying down tram lines and instituting a tram service on the ground that it was the best form of transport for the use of the public of which he was the servant. The difficulty arises when the same individual has to decide, as an expert, whether the tramway system which has done such good work in the past should be scrapped and a large amount of capital lost, in favour of instituting a motor bus service in its place. Reports from all parts of the country show that this is being done to an increasing extent and that many well-known municipal authorities, under the able guidance of their engineers, are considering the question and weighing up the pros and cons of the matter. It is not surprising, however, that many of them have compromised on the matter and have adopted the trolley vehicle as a system which contains to some extent both the advantages of the tramcar and of the motor bus. The trolley bus is a very popular method of transport, much favoured by those who have been condemned to use the tramcars for many years and that it has distinct advantages no one will deny. At the same time it is tied to the "fishing rod" apparatus, beyond the limits of which it cannot go, and we believe that it is only a half-way stage towards the use of the motor omnibus. To-day the public require two qualities in the vehicles which they wish to use, the first being mobility and the second speed, and the tramcar fails on both these points. A passenger carrying vehicle requires the same quality which is shown in the "door to door" slogan of the goods carrying road vehicle and, other things being equal, the motor bus will always be more popular than the tramcar because it takes the traveller nearer to his ultimate destination. When we consider the question of speed other points come in. If the tramcar has its own special track, where it can travel at a high speed without being deterred by other vehicles, it is probably the fastest form of traffic on the streets of our large towns and cities, but where, as is usually the case, the tram is held back like other traffic at cross roads or by congestion or by a breakdown of some kind, not necessarily to the tramcar itself, then its speed is reduced and owing to its immobility it suffers seriously in comparison with the motor bus. The writer of the paper, some extracts from which appear on another page in this issue, has had long experience of the use of the trolley vehicle, dating back to June 1911, and as is natural with a municipal official he has other matters to take into account besides those which we have mentioned. For instance, he makes a point in his paper, and quite a good one, that the trolley bus uses electricity—a home-produced fuel—to the great advantage of the municipality producing this form of power, as opposed to an imported fuel which we may not be able to obtain in a time of emergency. This is quite a strong argument, because the price of electricity to the householder depends to a large extent upon the total amount used and out of this total a very considerable proportion goes to the account of the Tramway Department. In a paper read before the Institute of Transport Congress held in Liverpool in 1928, Mr. Brodie, the well-known Liverpool engineer, set forth his views on traffic development in that important area and incidentally mentioned that tramcars should be made capable of travelling at 35 miles an hour. This practically means that they become railways on the public highways and if any such speed were to be practicable it could only be on wide thoroughfares where the tramlines could be isolated by small hedges on either side and the track entirely given up to the trams. This would be a retrograde step, reducing the advantages of the wide thoroughfare to the extent of the separated portion. Other difficulties of the tramcar which may be mentioned are the fact that they only stop at certain appointed places and the traveller may be carried a considerable way past his destination, or have to alight some considerable distance before he wishes to do so. Other traffic is held up while passengers step off the tram and walk across to the pavement, while it is often very difficult for motor traffic to pass trams unless the road is straight and clear for a considerable distance. The tramlines, too, are the most dangerous portion of the road for the motorist, particularly where they have not been kept in thorough repair and have become raised above the roadway. Taking the arguments for and against the tram and looking at the subject all round, everything points to the time when the tramway will be eliminated from our towns and cities as a means of transport and we believe that ultimately the trolley bus will follow suit, because of its inherent disadvantages as compared with the mobile and speedy motor bus.

War Department Subsidy Scheme.

In this issue we publish a notice issued by the War Department drawing further attention to the Subsidy Scheme for motor vehicles which has been in operation for a good many years. The object of the present notice is to draw attention to the fact that the rigid six-wheeled vehicle has now displaced the ordinary four-wheeled subsidy model and the former has been adopted as the standard military equipment on account of its proved superiority in use. It was also necessary to restate the names of the makes of vehicles which are eligible for the subsidy due to recent additions of both makes and types. It will be noticed that six well-known motor manufacturers are included in the scheme. The War Office invites applications from owners of these types of vehicles to fill vacancies which have occurred, and the scheme is one which should be very carefully considered by all motor vehicle owners who have types of vehicles eligible for the subsidy. It will be noticed that further information and forms of agreement can be obtained either in London, Glasgow, Manchester or Bristol.

Using the River Thames.

We have followed with considerable interest the discussion which was started in the columns of "*The Times*" some little time back in favour of using the River Thames once again as a great water highway. Those of us who are old enough to remember the splendid boats which, for a brief period, did such excellent service as passenger carrying vessels on the Thames, have always regretted their passing and the consequent relegation of the river to the exceedingly important but humdrum business of

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carrying goods by barges and small vessels in the upper reaches of the river and by the ships which make so picturesque a feature of the Pool of London as seen from London Bridge. The protagonist of using the Thames as a highway is Sir Samuel Instone, who for some years past has been prepared to place a fleet of boats on the Thames if the London County Council would provide the landing stages necessary for the efficient and successful running of a passenger service. In order to test the possibilities of such a service, a motor boat considered suitable for use as a "Water-bus" has recently taken a trial trip on the river. This type of boat would carry thirty or forty passengers each and it is suggested that about one hundred and twenty of these vessels should be used to maintain a five minutes service between Barnes and Woolwich. The trial trip was certainly successful, but whereas one vessel travelling at high speed would not affect the other traffic of the river the position would be a very different one if a hundred and twenty of these motor boats were careering up and down the Thames at fast speeds. While we look with favour upon every proposal to improve the traffic facilities of London, it is essential that we should keep a level head in considering any suggested plans, in order that a recurrence of previous adventures in this direction, with the resulting loss of large sums of money, may be avoided.

British Industries Fair, Birmingham.

The heavy section of the British Industries Fair, held in Birmingham each year concurrently with the London fair, is one which attracts buyers of machinery of all kinds as well as the many industries for which Birmingham and the Midlands are famous. The Fair, which opens on Monday, February 17th, and continues until February 28th, will be visited by buyers not only from this country but from all parts of the world, and for this reason we have taken a stand (Engineering Section, Stand No. 16 E-5) and our publications will be exhibited and members of our staff will be in attendance to give information to our readers, advertisers or any enquirers.

Personal Notes.

Freedom of the City of London Conferred on Colonel J. S. Matthew, C.M.G., D.S.O.—Following his admission to the Freedom and Livery of the Worshipful Company of Wheelwrights, Colonel J. S. Matthew, C.M.G., D.S.O., has been admitted to the Freedom of the City of London. Colonel Matthew is one of the senior officials of the Dunlop Rubber Company, and is well-known in the motor car, commercial vehicle, and aero industries.

Mr. Hubert J. Webber Appointed Transport Manager and Engineer to Cerebos, Ltd.—Mr. Hubert J. Webber, who for the past 7 years has been Chief Rolling Stock Engineer (Automobile & Tramcar Sections) of the Yorkshire (West Riding) Electric Tramways Co., Limited, and the West Riding Automobile Co., Limited, Wakefield, has been appointed Transport Manager and Engineer to Messrs. Cerebos, Limited, the well-known salt firm. Mr. Webber, who holds the diploma of Member of the Institute of Automobile Engineers, was associated with the Bristol Tramways and Carriage Co., Limited, for over 20 years, and held the position of Maintenance Engineer, Automobile Section, prior to his appointment with the Yorkshire (West Riding) Company.

MR. HUBERT J. WEBBER.

Oldham Corporation Tramways.—Mr. J. F. Richards, the newly appointed General Manager and Engineer of the Oldham Corporation Tramways, has had a wide experience in tramway work. He commenced his career with the Metropolitan Electric Tramway Co., Ltd., afterwards becoming Assistant Manager of the West Ham Corporation Tramways and then Technical Assistant to the General Manager of the Belfast City Tramways. This appointment he relinquished to become Rolling Stock Superintendent at Oldham.

City of Oxford Motor Services.—Mr. R. F. Dixon has been appointed Manager of the City of Oxford Motor Services in succession to Mr. A. A. Tyler, who has just retired after completing twenty-five years' service. Mr. Dixon, who is 48 years of age, comes from Mansfield, Notts., but is a native of Croydon.

Wakefield and District Chamber of Trade.—Mr. G. E. Gilbey, of Gilbey & Sons, household removal and warehousing contractors, of Denby Dale Road, Wakefield, has been elected President of the Wakefield and District Chamber of Trade for another year. Mr. Gilbey is a Vice-Chairman of the North Eastern Division of the Commercial Motor Users' Association.

Honour for Mr. Frank J. C. Pollitzer.—We offer our congratulations to Mr. Frank J. C. Pollitzer, the senior partner in the firm of Beck & Pollitzer, Queen Victoria Street, London, a well-known member of the Corporation of the City of London, who has been appointed a Justice of the Peace for the County of London. Mr. Pollitzer, in addition to his other duties, has been appointed Chairman of the Streets Committee of the Corporation of London for a second period.

MR. FRANK J. C. POLLITZER, J.P., C.C.

Sir H. Hartley Appointed a Vice-President and Director of Scientific Research, London, Midland & Scottish Railway.—The Board of the London, Midland and Scottish Railway has appointed Sir Harold Hartley, C.B.E., F.R.S., to be a Vice-President in succession to the late Mr. R. W. Reid, C.B.E., and also Director of Scientific Research. Sir Harold has been a Fellow and tutor of Balliol College, Oxford, since 1901, and is Bedford Lecturer on Physical Chemistry. A member of the Fuel Research Board, he has served on several Government Committees dealing with the application of scientific research to various practical and industrial problems, and with the necessary organisation. It is understood that, following the appointment of Sir Harold, an advisory council of eminent scientists is to be set up under his chairmanship. Sir Harold's activities will embrace the chemical, metallurgical, and physical sides of the organisation. He will exercise functions similar to that of general manager of several departments, including those of civil, marine, mechanical, signal and telegraph engineering, and carriage and wagon construction.

Ministry of Transport Appointment.—Lord Ponsonby, Parliamentary Secretary to the Ministry of Transport, has appointed Mr. Aubrey Clark to be his Private Secretary.

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G.W.R. Appointment. — Mr. H. W. Payne has been selected by the directors of the Great Western Railway Co. for the position of district goods manager in charge of the Newport, South Wales, district with headquarters in the new offices, which have recently been built at Newport Station. Mr. Payne entered the Company's service at Bristol goods station on December 21st, 1896. After passing through the various departments he became staff clerk, and was closely associated with the inception and development of the new conditions of service from the first arbitration award to the year 1916. From Bristol goods station he was transferred to the Bristol district goods manager's office, and in 1918 was removed to the chief goods manager's office at Paddington. There, as chief staff clerk, he gained experience in the handling of staff and labour matters from the headquarters point of view, and later took charge of the working department in the same office. In this capacity he was associated with the control of the supply and distribution of wagon stock, the arranging of goods train transits, the handling and conveyance of special loads, demurrage questions, and propaganda work connected with the development of the user of 20-ton wagons. In February, 1927, he was appointed chief clerk to the chief goods manager, in which capacity he has been responsible for the development of the extended use of road transport following upon the granting of road powers to the railways, and is at present engaged on a revision of goods transhipping arrangements.

MR. H. W. PAYNE.

MR. G. COLE DEACON.

Railway Companies' Association. — Mr. G. Cole Deacon, assistant Solicitor of the London, Midland and Scottish Railway Company, has been appointed Secretary of the Railway Companies' Association in succession to Mr. A. B. Cane. Mr. Deacon will continue to act as secretary of the Rates and Charges Committee.

L.M. & S. Railway. Appointment of Assistant Chief Goods Manager. — Mr. E. H. Davies has been appointed Assistant Chief Goods Manager, London, Midland and Scottish Railway. Mr. Davies has held the position of Goods Operating Manager, Euston, since January, 1928, prior to which he was Goods Manager, Northern Division. He entered the service of the L.N.W.R. as an apprentice at Park Lane Station, Liverpool, and, after experience in all departments at stations, was transferred to the District Manager's Office. He was later promoted to be Agent, and in January, 1914, became Assistant District Goods Manager, Birmingham. In March, 1915, he was loaned to the Ministry of Munitions as Railway Transport Officer for the Midlands, being transferred in December, 1915, to the Ministry Headquarters in London, as Assistant Director of the Railway Transport Department. Upon the establishment of the Coal Control he was transferred there, and for services rendered was awarded the O.B.E. On his return to railway service, Mr. Davies became District Goods Manager in the Northampton district, and was transferred to Euston in September, 1919, to take charge of the newly created Road Transport Department. He was promoted to Manchester in 1923, as Station Working and Road Transport Assistant for the reconstituted L. & N.W.R. consisting of the L. & N.W., L. & Y., and a number of smaller railways. He became Chief of the L.M.S. Road Transport Department in January, 1923, and remained in that position until receiving the appointment of Goods Manager, Northern Division, in May, 1927.

G.W.R. District Goods Manager, Cardiff.—Mr. H. E. Cracknell, of the Great Western Railway Company, who has been appointed District Goods Manager at Cardiff, entered the Company's service in 1891 in the Horse Department. Three years later he was transferred to the staff of the Chief Goods Manager, where he remained until 1914. In 1915 he was appointed Chief Clerk to the Bristol District Goods Manager, and in May, 1922, following the amalgamations and absorptions under the Railways Act, 1921, he became Assistant District Goods Manager of the newly constituted Cardiff Valleys District, in which position he performed much useful work in connection with grouping arrangements. In 1926, he was appointed Assistant District Goods Manager in the Cardiff District, and in August, 1929, was made District Goods Manager of Newport, and temporarily exercised a dual district control.

MR. H. E. CRACKNELL.

Mr. J. Allingham Taylor Returns to Ireland. — Mr. J. A. Taylor, who has recently been appointed Regional Sales Manager for the Irish Free State by the Dunlop Rubber Company (Ireland), Ltd., has had a long and varied experience with other Dunlop Companies. His first appointment was in India, where he spent 4½ years as Manager for the whole of India, Burmah, Ceylon and Singapore. Returning to England, he was appointed Manager of the Dunlop Rubber Company's Newcastle Depot, and remained in the North of England for five years. From there, he returned to Ireland and was resident there all through the difficult period covered by the years 1915 to 1920. While in Ireland, he had charge of the arrangements for the building of a new depot in Dublin. Again, Mr. Taylor proceeded to India, as Acting General Manager and opened and organised various new depots. Having accomplished this, he returned to England, and was appointed District Manager for the Midlands area—this position was held by Mr. Taylor up to two years ago, when he went to Fort Dunlop to occupy a responsible position. It is certain that he returns to Ireland to renew very many warm friendships.

Death of Mr. H. Allaway.—Everyone connected with shipping will have learned with deep regret of the death of Mr. Henry Allaway, the Assistant General Manager (Shipping) of the London & North Eastern Railway Company, which took place on January 11th last. Mr. Allaway, in addition to being manager for shipping of the railway company's services, filled the position of Continental Traffic Manager of the steamship services between Grimsby and Hull and the Continent in which the railway company are interested. He was also General Manager of the Hull & Netherlands Steamship Company.

(*Continued on page 274.*)

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Air Transport for Goods.

Existing Facilities and Procedure.

By J. W. Parker, A.M.Inst.T.

THE general conception of air transport concentrates upon its future possibilities to such an extent as to overlook the useful service which this new arm is actually rendering to industry *now*. It has been left to the newer trades such as radio, artificial silk, light machinery and novelties to realise its present day value as a means of increasing trade and developing fresh activities. It may be argued that apart from the Metropolis there is little scope yet in this country, but such an attitude overlooks two factors. Firstly, there is the recently concluded arrangement between Imperial Airways and the four grouped railways whereby traffic will be accepted for international transit by joint rail and air service at some hundred different towns and cities in Great Britain. Secondly, all the main railways safeguarded their position last year by securing air carrying powers between this country and the Continent as far east as Warsaw. The growth, too, of what is rather inappropriately named the "aerial taxi" is already having some effect upon freight developments. It would thus seem advisable for anyone in the carrying trade to be conversant with the methods, costs and facilities now available.

Air freight conveyance appears to be following closely on the lines of existing means of transport. As on the railways, the user has the choice of delivered or "station" rates and facilities. The familiar "C. & D." rate of rail carriage has its aerial equivalent in D/D, or "domicile to domicile," as distinct from the "station to station" equivalent known as the A/A (aerodrome to aerodrome). In London, goods can be handed to the Airways central station or any agency from which they are collected by airway's motor and hauled direct to the Croydon airport. Provincial consignments can be despatched by passenger train to the appropriate main line terminus, each of which is visited several times daily by the Airway's road fleet. If a consignment of unusual importance be despatched in this way, it is advisable to wire an advice to Imperial Airways informing them of the particulars.

As might be expected, a limit is placed on the size and weight of packages. On the direct service, where transhipment to other lines is not needed, the maximum size is 3 ft. 6 in. by 2 ft. 6 in. by 2 ft. 3 in., and in all other instances 3 ft. by 2 ft. by 1 ft. 6 in. If anything bigger is required to go by air special arrangements have to be made beforehand. In the ordinary way 150 lbs. is the weight limit, but if notice in advance is given the company will accept up to 3 cwt. The policy of Imperial Airways is to encourage small and easily handled packages, and to this end the tariff is arranged on a weight basis and not at a package rate. Senders utilising the joint passenger train and air service should, of course, bear in mind that the railway passenger train rates are generally on a separate package basis. An appreciable saving can be made in packing as the risk of damage is slight whilst any risk of pilferage, so prevalent in ocean carriage, is absolutely eliminated. It may also be borne in mind that there are no port charges or dock dues to be paid for aerial conveyance. As to packing, an instance in point concerns motor cycles which need not be packed in crates, it being sufficient to have the outstanding points covered so as to avoid scratching. It is characteristic of freight air transport to find the insurance rate lower than in any other means of conveyance. In fact, in some instances it is as much as 50 per cent. below the ordinary terms. This is a tribute to the inherent safety no less than to the celerity of the new organisation.

On the London-Paris route the D/D rate is 2/- for 2 lbs. or 1 Kg. in one direction and 9 francs in the other. At 44 lbs., or 20 Kg., the corresponding charge is 14/- or 72 francs, whilst 112 lbs., or 50 Kg., would amount to 28/-. Insurance is raised at the rate of 2/- per cent. with a minimum of 1/- to Paris, or 10 per cent. and a minimum of 1.90 francs in the reverse direction. On the London-Brussels line the A/A rate rises from 1/6d. for 2 lbs. to 25/6d. for 1 cwt., the corresponding charges in the homeward direction being 10 and 163 Belgian francs. Insurance in this case is either 2/- per cent. or 10 per cent. according to the direction. On the Cologne route, the depot to depot charge is 6d. a lb., subject to a minimum of 2/- outward or 1.10 marks per kilo inwards, the insurance amounting to 2/9d. per cent. from England, and 4 per cent. to this country. Where collection and delivery charges are raised separately they are at the rate of 9d. for 2 lbs. or 3/- for 44 lbs. In Germany and Austria, up to 10 kilos costs R.M. 0.50 and 200 kilos is rated at R.M. 2.00. Brussels charges 20 per cent. of the freight rate whilst the Swiss table begins at one Swiss franc for 5 kilos and goes up to 7 francs for weights in excess of 100 kilos. Flat rates are in force for freight to the chief European cities, ranging from 9d. a lb. to Hamburg to 1/9d. at Barcelona and 2/5d. at Constantinople, or 2/7d. to Moscow.

Where regular lots of more than 10 cwts. are passing, deferred rates at a lower level can always be obtained, and these figures show a considerable saving when compared with the booked quotations.

A feature which is likely to appeal to some branches of industry is the chartering arrangement under which aircraft can be hired at short notice on a mileage basis from the time of leaving Croydon to the time the machine returns there. 200 lbs. capacity is charged at the rate of 1/9d. a mile, 600 lbs. at 2/-, 1,000 lbs. at 3/-, 2,500 at 5/-, or 4,000 lbs. at 10/-. It will be noticed that to use a plane for 4,000 lbs. is very much cheaper relatively than for a smaller weight, this, of course, being due to the fact that a full load for an average aeroplane is in the neighbourhood of two tons of freight. The present advantage of chartering arises from the possibility of using aircraft for internal transport to any point in possession of an aerodrome or landing ground. One may expect the tendency in chartering to indicate which internal routes will justify a regular service first, and on these grounds alone any extension of hiring will be followed with interest.

In forwarding freight, it is advisable to use the form of consignment note issued by the Airways Company, particularly the five-fold document which includes the necessary customs' declarations, as by so doing the possibility of packages being delayed owing to insufficient information is avoided. It will be readily understood that as the saving of time is nearly always the chief reason for utilising the air service, any detention robs the transit of its main advantage. Filling in of the consignment note calls for no special comment as the particulars required are of the usual routine character save that arrangements can be made for C.O.D. in the ordinary manner. The declaration of value on the consignment note is taken by the carrying company as an instruction to effect insurance at their published rates, a fact which relieves the sender from any further responsibility or anxiety under this head. A point of some interest is the provision on the note for the senders' disposal instructions in the event of a package being refused by consignees. This appears to be another concession to the need for prompt working and one which

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might with advantage be adopted by the older means of transport. Since through rates have not been developed to all places on the Continent, the consignment note contains provisions for re-booking charges from the point of transhipment to destination. Of the five-fold form previously mentioned, the original goes to the aerodrome at destination, the first copy is for the consignee, the two buff copies are for customs' clearance and entry bills for the authorities at each end of the transit, whilst the last form is the senders' office copy. The various notes are printed in three languages on distinctively coloured paper, so that there is no danger of confusion or misapplication of their respective functions. Customs' clearance is commonly effected by the Airways Company. For outward freight 6d. a consignment is charged for making out the consignment note and statistical form, and presenting to the customs' officer. In the case of inwards goods, passing of entry, including opening the first parcel, costs 1/-, subsequent parcels paying either 6d. or 1/-according as they are under or over 10 kgs. in weight. Dutiable goods are opened for examination at the rate of 1/- each if under 10 kgs., or 1/6d. each for packages over that weight, whilst for completing form 105, 6d. per consignment is the correct amount.

There is no rule as to the payment of carriage charges, the instruction "paid" or "forward" being honoured as required by the consignor. Under the conditions of carriage, however, the Imperial Airways reserve their right to demand pre-payment of the necessary freight and cartage. It is most important to know the company does not accept the liability of common carriers for any goods committed to its care nor does it carry at company's risk. On the contrary, the carriage conditions plainly state all articles are conveyed only at owners' risk. In view of the very favourable insurance rates and the facilities with which cover can be obtained, this drawback is more apparent than real. In this country, at any rate, the carrying concern maintains its full rights as to lien on goods, and it claims not only a particular but a general lien in satisfaction of any disputed amounts. Whilst any kind of goods may be refused, certain articles will definitely be rejected, amongst them being explosives, corrosives, arms, ammunition and any other commodity likely to catch fire or endanger aircraft. The practical impossibility of coping with an outbreak of fire on board a moving plane is, of course, an all sufficient reason for this proviso. Other goods not carried include prohibited imports or anything which is officially prohibited above a country flown over. Articles likely to cause annoyance to passengers or which are unsuitable for air conveyance will likewise not be carried. When livestock is conveyed it has to pay 50 per cent. more than the ordinary merchandise rates, the chief exceptions being day old chicks and fish. For light and bulky lots, the company has the option of charging cubic capacity rates, but this will not be exercised without first informing the sender. In the same way, Imperial Airways has the right to charge freight amounts upon either the declared or insured value instead of the weight.

Unless other arrangements have been agreed between the parties concerned, the consignee is notified of the arrival of goods either by telephone or by letter. As to claims, the well-known interval of three days is stipulated for aerial carriage in those instances where loss or damage is not apparent immediately upon delivery. It is provided that all claims be either endorsed on the consignment note or delivered in writing to the firm or its agents.

The duty of supplying all necessary documents in support of the consignment note and any legal liability attaching thereto fall not on the Airways Company but on the sender, who must indemnify the carrier against all consequences of omission or inaccuracy. Imperial Airways refuse to be responsible either for examining or certifying as to the correctness or completeness of the documents.

The steady decrease in operating costs and equally steady expansion of facilities and routes are combining to narrow the margin between traffic which is securely held to the older means of transport and that which in the near future will become the preserve of air conveyance.

Personal Notes.

(*Continued from page 272.*)

A.J.S. Special Representative.—Mr. W. Leslie Cross, who is well-known in transport circles through his association with Messrs. Harris & Hasell, Ltd., of Bristol, has joined the staff of A. J. Stevens & Co. (1914), Ltd., of Wolverhampton, as Special Representative, and will be visiting his old friends in the interests of "A.J.S." passenger and commercial vehicles. In this connection it is interesting to hear that the "Commodore" chassis, which was recently introduced by Messrs. A. J. Stevens & Co., has met with an excellent reception. Numerous orders are in hand, and even at this early stage the firm have received several repeats.

MR. W. LESLIE CROSS.

Mr. F. R. Kay joins the Vulcan Motor & Engineering Co.—Mr. F. R. Kay has been appointed Home Sales Manager to the Vulcan Motor and Engineering Co. (1906), Ltd., of Crossens, Southport. Mr. Kay has a particularly wide connection and association with the motor dealers of Great Britain, having been in close touch with them as Sales Manager to the Rover Company for the past 33 years. The policy he intends adopting in the marketing of the Vulcan Company's products will be one specially suited to traders, and he looks forward to securing their support.

MR. F. R. KAY.

F.W. & R.A. New Members. — The following firms have been elected to membership of the Furniture Warehousemen and Removers' Association:—Messrs. John Neil and Sons, Ltd., 26 Allen Road, London, N.16; J. G. Bond, Ltd., 27-30 High Street, Chelmsford; Henry Skelton, 96 Maple Road, Surbiton; Thomas Harry & Co., 21 Upper Clapton Road, London, E.5; and W. H. Norris & Son, Ltd., 306 Green Street, London, E.13.

Kingston By-Pass Road. A Cross-Road Warning.—Motorists are strongly advised by the Automobile Association to drive carefully over the Tolworth crossing, on the Kingston By-pass road. Special warning signs have recently been erected by the County Surveyor, and road users are particularly requested, in the interests of public safety, strictly to observe the warning conveyed by these signs.

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The Advantages and Limitations of the Tramcar, Railless Vehicle, and Motor Bus.

AT a meeting of the Institute of Transport, held in London on February 10th last, **MR. R. H. WILKINSON**, the Tramways Manager to the Bradford Corporation, read a paper entitled "The Advantages and Limitations of the Tramcar, Railless Vehicle, and Motor Bus."

He said that high-speed, comfortable transport is essential to meet public requirements and, no doubt, in the future still higher speeds will be demanded for long distance transport. He believed that on heavy trafficked routes the tram possessed the advantage in regard to average speed, and being electrically driven and having no gears to change, had a greater rate of acceleration than the petrol bus, and that was probably the chief reason for its higher speed. That feature, however, ceased to be an advantage when compared with the trolley vehicle.

The chief thing, to his mind, in favour of the tram to-day was tradition, although it might be that in a few big cities a large capacity tramcar would be the most economical vehicle to operate.

The disadvantages of the tramcar were:—Its high initial cost for permanent way or track; passengers must board and leave the car in the middle of the road; one car breaking down or being obstructed held up the service. Another was that of noise. It also required overhead equipment.

The public preferred the bus. The extra speed of the bus was largely due to its flexibility, but had it to undertake the ordinary tramway duties in densely populated areas it would not be so efficient and economical as the tramcar.

The motor bus was a great public boon. Being self-contained and mobile it had provided a means of transport all over the country. This form of transport was in its proper sphere on long journeys, but for the handling of heavy traffic and making frequent stops it could not compare with either the tramcar or trolley vehicle.

The disadvantages of the motor bus were:—Slow acceleration; jerks due to gear changing; depends on petrol supplies from abroad; noisy engines and gears; emits noxious fumes; short life and high depreciation; higher operating costs; too many complicated parts; fire risk. The advantages of the motor bus over other vehicles were:—High speeds on open roads; greater mobility; when broken down does not interfere with remainder of service; good for testing a route for traffic, there being no fixed equipment; being self-contained, requires no outside equipment; loads at curb edge.

The trolley vehicle had nearly all the advantages of the tram and others in addition, such as:—Ability to pass round an obstruction; higher average speed and increased receipts; the most silent vehicle in public service; low "all-in" costs. It had not the speed of the motor bus on the open road; was held up should the supply of electricity be cut off the overhead—an unusual occurrence. It could not overtake another trolley vehicle, and required overhead equipment like the tramcar. It was, however, a totally British product and derived its power from home produced fuel.

Experience with the trolley vehicle at Bradford proved that it had a useful life of approximately 10 years, but in the case of the motor omnibus it was the practice in Bradford to write these off over a period of 4 years, as it was anticipated that after that period they would not be economical to operate. Any international complications could easily check and, perhaps, prevent the import of oil fuel, with dire results to motor transport. Beyond the tax which the Government derived from petrol the bulk of its cost went abroad, whereas all money spent on trolley vehicles remained in the country. It paid higher rates than the bus, thus reducing local rates.

General improvements and more efficient pneumatic tyres had given the trolley vehicle an assured place in the transport world, and had made it the most serious rival of the tramcar for all kinds of town traffic.

Comparing operating costs of tramcars, trolley vehicles and motor buses, Mr. Wilkinson gave figures which, he said, showed that the trolley vehicle was the most economical for dealing with all services up to 18 minutes frequency, after which the motor bus became the most economical.

In conclusion, he pointed out that in the trolley vehicle, tramway authorities, particularly those whose rails meet but are unable to inter-run owing to differences of track gauge, had a traffic instrument in their hands capable of giving the most efficient and economical service between towns and on which they could have protective fares.

It was interesting to try and visualise how many (if any) electric tramway systems would be in operation to-day if motor buses and trolley vehicles had been in their present state of efficiency about 30 years ago. Had these two types of vehicles been dealing with all the traffic, it was difficult to imagine anyone proposing a system of laying steel girder rails in the road and running cars thereon as a better means of transport, not to mention the heavy financial burden that would be added to the operators' costs for road construction and maintenance.

Institute of Transport.

Metropolitan Graduate and Student Society Re-union.

THE Seventh Annual Re-union of the Metropolitan Graduate and Student Society of the Institute of Transport was held at the Florence Restaurant, Rupert Street, W, on Thursday, 16th January, 1930.

About one hundred members and their friends, including many ladies, sat down to dinner; among those present were Sir Josiah Stamp (President of the Institute), Mr. Roger T. Smith (Past President), Mr. and Mrs. F. G. Bristow, Messrs. H. T. Chapman, A. W. Arthurton, P. H. Price, W. V. Wood, C. J. Spencer, C. E. Sherrington, H. R. Campfield (Members of Council), Sir Ernest Moir and several other prominent members of the Institute. Invitations were accepted by Sir Sefton Brancker and other members who were unavoidably prevented from being present.

The Chair was taken by Mr. A. W. Coombs (Chairman of the Society), and the Toast of the Society was proposed by Sir Josiah Stamp in a delightfully humorous and witty speech admirably suited to the occasion. Mr. A. F. Belcher (Vice Chairman) submitted the Toast of the Visitors, which was replied to by Mr. F. G. Bristow.

An excellent concert was provided, and a very successful evening was brought to a close by the singing of "Auld Lang Syne."

Road Vehicles—Great Britain.

A RETURN has been issued by the Ministry of Transport giving particulars of the gross receipts from the taxation of Road Vehicles, for the period from 1st December, 1928, to 30th November, 1929, and of the number of motor vehicles registered for the first time during the month of November, 1929. Copies (price 2/6) can be obtained from H.M. Stationery Office, Adastral House, Kingsway, W.C.2. The gross amount received in payment for licences issued during the twelve months ended 30th November, 1929, was £26,301,965, compared with £25,521,052 in the corresponding period of the previous year. The gross amount is subject to deductions in respect of rebates, refunds, statutory deductions, including costs of collection and administration and the proportion due to the Exchequer, under the Finance Act, 1926, from the net receipts of the taxation of motor cycles and vehicles taxed on horse-power. Particulars are given of the total number of licences issued and surrendered during the twelve months to the 30th November, 1929, and of the approximate number of licences current on that date. The total number of motor vehicles, excluding tramcars and trade licences, was approximately 1,863,000, compared with 1,758,000 in the corresponding period of the previous year. The total number of mechanically propelled road vehicles registered for the first time in November, 1929, was 19,058, compared with 18,843 in November, 1928.

Federation of Chambers of Commerce of the British Empire.—His Royal Highness, the Prince of Wales, has graciously consented to attend the inaugural session of the Twelfth Triennial Congress of the Federation of Chambers of Commerce of the British Empire at the Guildhall, London, on Monday, May 26th, and open the proceedings with a short address of welcome to the Empire delegates.

Motor Coach Licences. — Manchester Corporation Watch Committee has sanctioned the following applications by motor coach proprietors for permission to run omnibus services from the city:—Central Motor Tours, Manchester; F. A. and H. Dean, Newton Heath; York Motors, Chorlton-cum-Hardy; J. H. Hodge, Chorlton-upon-Medlock; R. T. Leach and Son, Harpurhey; George F. Wilson, Newton Heath.

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Liverpool Short Cart and Motor Owners' Association.

DISSATISFACTION with the appalling lack of uniformity in the rates of motor hire was expressed at the 21st Annual General Meeting of members of the Liverpool and District Short Cart and Motor Owners' Association, held at the Carlton Restaurant, Eberle Street, Liverpool, on 29th January.

Mr. C. Harvey presided, and amongst those present were:—Messrs. H. Prescott, John Mason, William Parr, W. Harding, J. D. Rotheram, A. J. Roberts, J. R. Leese, Harold Jones, J. J. McKnight, H. Carruthers and F. S. Jones (acting Secretary).

Arising from the minutes Mr. H. Prescott said that although the Short Cart and Motor Owners' Association was only a small and young association he thought there should be a closer attachment with the National Road Transport Employers' Federation. This did a great amount of work, and dealt with many questions of interest and concern to members of that Association. The Federation was interested in all forms of local and national transport, and it was desirable that Liverpool contractors should know what was being done up and down the country.

Mr. McKnight explained that the Association was affiliated to the National Road Transport Employers' Federation, but on the ground of expense no one from the Association attended its meetings during the past year.

Mr. J. J. McKnight submitted the accounts for the year ended 31st December, 1929, and on the proposition of Mr. W. Parr, seconded by Mr. H. Carruthers, they were unanimously adopted.

The Chairman, after thanking the Committee and the officials of the Association for their services during the past year, remarked that trade had not been as good as it might have been, neither was the membership of the Association as strong as all would like to see it, but this was the effect of bad trade. By plodding on as they had been doing, he was sure that in due course many new members would be enrolled. No matter whether a man was a horse owner or a motor owner engaged in local work, he should be a member of the Association, and all of them should be adequately remunerated for the work they had to do. If the Association got the support it should get, there would be no finer organisation in the city.

Concerning rates, there was no justification for anyone to be employed at remuneration that was not economic. In the horse owners section, the Association had a stabilised rate for horses and teams that were hired to any contractor or public body. In the motor section entirely different conditions prevailed. What happened when one made application to participate in a contract? The first question asked was "How much do you require"? The motor owner was entitled just as much as the horse owner to an adequate return for his work and on the capital he had invested on his rolling stock. For local haulage there should be a recognised price, and this should be observed throughout the city in the same way as was the rate for the hire of horses. The Association could never function as it ought to do until it was able to enrol motor owners in greater numbers. The solution of the difficulty was organisation. If motor owners would combine in the Association he was confident some good would result. He was happy to be able to report that since the last meeting four new members had enrolled in the motor section.

Mr. H. Carruthers took the chair pending the re-election of the Chairman, Mr. Harvey, whose name he again submitted to the meeting. Mr. Harvey was unanimously re-elected.

Mr. H. Carruthers was re-elected Vice-Chairman. The Committee were re-elected en bloc.

The Chairman expressed the appreciation of the Committee to Mr. McKnight for his able control of the finances of the Association since he had been in office. He moved his re-election as Hon. Treasurer. Mr. H. Carruthers seconded, and Mr. H. Prescott in support, remarked that no one had done more to build the Association than Mr. McKnight. Responding, Mr. McKnight said he was proud to belong to the Liverpool Short Cart and Motor Owners' Association because it was a fighting Association.

Mr. W. F. Ewbank was re-elected Secretary and Mr. J. T. Lunt and Mr. Gilbert Jones were re-elected auditors.

The Chairman voiced the thanks of the Meeting to Mr. F. S. Jones, the Secretary's Assistant, for the efficient manner in which he dealt with the business of the Association during the past year.

Liverpool Cart and Motor Owners' Association.

THE Annual Meeting of the Liverpool Cart and Motor Owners' Association was held at the Common Hall, Hackins Hey, on 22nd January. The President, Councillor W. T. Roberts, presided, and reviewing the work of the Association during the past year, mentioned that the Association was represented at the recent conference of employers and employees representatives called by the Lord Mayor of Liverpool, Mr. Lawrence Holt, to consider the question of casual labour in the port of Liverpool, when resolutions were adopted giving full support to the Lord Mayor in collecting all the facts concerning the effects of casual employment in the city and port, and requesting him to call a further meeting when they are ready for presentation to the conference. Mr. Roberts next dealt with the Road Traffic Bill. With the general provisions of this Bill the Committee were not in disagreement, but there was one clause which could not be allowed to pass unchallenged. He referred to Clause 18 which proposed to restrict the working hours of motor men to not more than five hours at a stretch and not more than ten hours in any consecutive 24 hours. It would be obvious to members of the Association that a limitation of that character would seriously interfere with the operation of motor vehicles in both local and up country work. The views of the Liverpool Cart and Motor Owners' Association, along with those of other interested bodies, had been put before the National Road Transport Employers Federation, and the Federation had had an interview with the Minister of Transport. It had not been possible to get the clause deleted, but negotiations were in progress with the object of getting less irksome conditions.

As there were no vacancies for the Committee the retiring seven members were unanimously re-elected:—Messrs. R. W. G. Barnett, W. J. Cornes, W. J. Harper, R. S. Harrison, Charles Hinns, Frank Jones, and T. H. Pearson.

The following trustees were also re-elected:—Messrs. W. T. Roberts, W. Edwards, and J. C. Harper.

The meeting concluded with a vote of thanks to Mr. W. T. Roberts for his services as President during the past 12 months.

Manchester Transport Owners' Association.

REPRESENTATIVES of the Commercial Motor Users' Association (Manchester Area) and the Manchester Transport (Owners') Association, Ltd., joint organisation, put up strenuous opposition at the Manchester Town's Meeting to seven clauses in the Manchester Corporation (General Powers) Bill as follows:—(36) Power to run omnibuses beyond the city, and to carry passengers, luggage, goods and parcels; (40) to substitute omnibuses or trolley vehicles on any route in place of tramcars; (48) to prohibit any person to sell or offer for sale any article or thing from any vehicle in the street without a permit from the Corporation; (70) to stop all traffic at every tramway stopping place when a tramcar is standing; (71) to compel insurance for all Hackney Carriage Proprietors; (72) to appoint stations and places for the starting of omnibuses, and also points for setting down passengers; (73) to apply the provisions relating to steam locomotives as to consuming their own smoke to any heavy motor car.

The opposition, however, was unavailing, although the clause dealing with the insurance of vehicles was passed by a majority of only ten votes. Some concession was obtained in the case of clause 48. The Town Clerk agreed to confer with Mr. Howard Robinson, A.M.Inst.T., Secretary of the C.M.U.A., and Manchester Transport (Owners') Association to redraft the clause concerning the sale of goods from vehicles without interfering with the sale of coal, milk, fruit, vegetables, fish, etc., to householders.

The majority of the proposals mentioned are already being dealt with in the Road Traffic Bill, now before the House of Lords, and it is the view of the Joint Organisation that no legislation should be promoted in Manchester which is different from that operating all over the country. The Manchester Committee of Road Users, of which Mr. Robinson is Secretary, is considering what steps to take before the date of the petition.

Good progress is being made with the scheme of co-ordination, which is being formulated by the Motor Coach Section of the Manchester Transport (Owners') Association, Ltd., and district committees are engaged in completing the details.

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British Industries Fair.

Castle Bromwich, Birmingham. 17th to 28th February, 1930.

The following are brief particulars of such exhibits at the British Industries Fair, Birmingham, which are of interest to the transport industry:—

Accles & Pollock, Ltd., Oldbury, Birmingham. As the manufacturers of every type and quality of weldless steel tubes, the examples shown on their stand will fully demonstrate their claim that practically every manufacturing industry can use tubular construction to advantage.

Aero Hire, Ltd., Clarence Chambers, 39, Corporation Street, Birmingham. The business of this firm is that of air taxi work, short flights and giving tuition in flying. They will have a display of aero photographs of works, etc.

W. & T. Avery, Ltd., Soho Foundry, Birmingham. This famous firm of weighing machine manufacturers, which now celebrates the two-hundredth anniversary of its existence, have in addition to a display of weighing machines, a petrol pump manufactured by them of a type well known on roadsides all over the world.

W. Blackwell Oil Company, Victoria Oil Works, Aston, Birmingham. There will be a range of "Nulsec" motor oils to suit every type of motor. An important claim for "Nulsec" oils is that they are non-absorbent. Various process oils for industrial purposes will also be shown, amongst which will be a cutting oil of special interest. An entirely new product will also be exhibited for the first time. It is a lubricant for gears and back axles, manufactured in two grades—light and heavy, the light grade being an oil and the heavy a semi-solid; it is to be known as "Grey-gear." The claim is that it shows a saving of 25 per cent. over other gear oils.

John Booth & Sons, Hulton Steelworks, Bolton. The exhibit will include fire-proof doors and shutters suitable for garages, welded tanks for petrol storage, supplied in any capacity from 300 gallons to 15,000 gallons.

Bristol Authority, Port of, Queen Square, Bristol. The exhibit will consist of a large scale model of the Port of Bristol showing the equipment for handling goods passing through the docks and will include the entrance channel, graving dock, ships, cranes, railways, transit sheds, warehouses, granaries and other items. There will also be a daylight cinema showing the handling of traffic at the port.

British Road Tar Association, 17, Grosvenor Gardens, London, S.W.1. The theme of the display will be to present a comprehensive survey of the use of tar for road-making, and will include samples of road tar complying with the British Standards Specifications.

Brookes (Oldbury), Ltd., Oldbury, nr. Birmingham. The exhibit will include geared guillotine shears for cutting up to 6 ft. by 1/8 in. mild steel sheet. An "Arno" open-fronted geared power press and a "Player" pneumatic cold planishing hammer.

Canadian Pacific Railway Co., 62-65, Charing Cross, London, S.W.1. The stand will be devoted to advertising the Company's many world-wide services.

Cellon, Ltd., Cellon Works, Upper Ham Road, Kingston-on-Thames. The exhibit will consist of "Cerric" cellulose lacquers and "Cellon" aeroplane dopes. These materials are well known and much used in the aeroplane and motor manufacturing industry.

Chloride Electrical Storage Co., Ltd., Clifton Junction, Manchester. Storage batteries for a variety of purposes will be exhibited by this firm, whose works are the largest battery manufactory in the British Empire. There will be batteries for practically every purpose.

Clear-Hooters, Ltd., 79-81, Lombard Street, Birmingham. The display will consist of electric horns, a special feature being the "Clarion."

County Chemical Co., Ltd., "Chemico" Works, Birmingham. The exhibit will include "Chemico" science and industry specialities which will appeal to manufacturers of every description. These specialities, however, appeal more particularly to motor manufacturers and users.

Coventry Chain Co., Ltd., Spon End Works, Coventry. There will be roller and inverted tooth chains for power transmission, stud, balance and block chains, complete with chain drives, and there will be an elevator for hoisting or lowering goods.

Crossley Brothers, Ltd., Openshaw, Manchester. There will be exhibited a Crossley Diesel engine of 220 b.h.p. at 350 r.p.m. A three cylinder vertical Diesel engine of 82 b.h.p. These engines are suitable for belt or rope drive.

Dennis Bros., Ltd., Guildford. The exhibit will be confined to lawn mowers.

Evertite Locknuts, Ltd., Fieldgate, Walsall, South Staffs. The "Evertite" locknut will be exhibited, which is a one-piece nut simple in operation which can be used repeatedly without injury either to its own or the bolt thread.

"Fastnut," Newnham Road, Wood Green, London, N.22. The firm's patent locknuts will be exhibited, also patent spanners and wrenches.

Fescol, Ltd., 101, Grosvenor Road, Westminster, London, S.W.1. Samples of the "Fescol" system of depositing metals will be shown which should be of great interest to the motor transport industry.

General Electric Co., Ltd., Magnet House, Kingsway, London, W.C.2. Various electric furnaces, oil heaters and melting pots which will be shown in operation.

Hollings & Guest, Ltd., Thimble Mill Lane, Birmingham. Working exhibits of various hydraulic presses, hand and power operated.

India Rubber, Gutta Percha & Telegraph Works Co., Ltd., 106, Cannon Street, London, E.C.4. The exhibit will consist of a range of rubber and ebonite manufactures.

R. A. Lister & Co., Ltd., Dursley. A representative exhibit including Lister auto trucks, light plants, pumps and a range of their well-known petrol engines.

Low Loaders, Ltd., Leysfield Road, Goldhawk Road, Shepherd's Bush, W.12. The exhibit will consist of a B-1 new type low loading truck fitted with stillage gear and elevating platform, price £190 plus £30 extra for the stillage gear. Also a 25-cwt. truck, price £110.

M.C.L. and Repetition, Ltd., Pool Lane, Langley, Birmingham. Automatic screw machine products, bright bolts, nuts, screws, studs, washers, terminals and repetition work of every description for the electrical and engineering trades.

W. & C. Pantin, Ltd., 147, Upper Thames Street, London, E.C.4. An interesting exhibit of gravity roller conveyors and an inclined drag type elevator for raising packages.

Parker, Winder & Achurch, Ltd., Broad Street, Birmingham. The exhibit will consist mainly of the "Parwinac" oil burner for industrial purposes.

Ransomes, Sims & Jefferies, Ltd., Orwell Works, Ipswich. Mainly motor lawn mowers.

"Rose" Multi-Service Pumps, Ltd., 203, North Street, Leeds. Oil installation pumps for garages and service stations.

Severn & Canal Carrying Co., Ltd., 16, Bridge Street, Broad Street, Birmingham. The exhibit will take the form of a service and enquiry bureau. The stand will be largely furnished with photographs showing various types of craft used by the Company, of warehouses and the like.

H. C. Slingsby, 89, Kingsway, London, W.C.2. The exhibit will include a comprehensive range of the firm's well-known warehouse trucks and general equipment.

Spiral Tube & Components Co., 12, Pembroke Street, King's Cross, London, N.1. There will be a display of radiators for use in conjunction with various types of internal combustion engines.

Sternol, Ltd., Royal London House, Finsbury Square, London, E.C.2. A full range of Sternol lubricating oils and greases, including straight and soluble cutting oils, turbine and transformer oils, machinery and steam cylinder oils.

Tangyes, Ltd., Cornwall Works, Birmingham. The firm will exhibit various heavy oil and fuel oil engines and pumps in motion. There will also be a range of the firm's well known lifting tackle.

Herbert Terry & Sons, Ltd., Redditch, England. This well-known firm of spring and presswork specialists will exhibit a comprehensive range of their products.

Upper Cylinder Oils, Ltd., 27, New Street, Worcester. The two items to be exhibited are the firm's two specialities, "Miracle" oil and "Mirol." "Miracle" oil is for mixing with the petrol for injection into the combustion chamber, the roof and sides of which it lubricates because it does not carbonise under the intense heat. "Mirol" is a lubricating oil for very light machinery.

C. C. Wakefield & Co., Ltd., Wakefield House, 30 & 32, Cheapside, London, E.C.2. High class lubricants and cutting oils together with lubricating appliances.

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City and Suburban Carriers, Ltd.

Annual Staff Dinner.

THE Annual Staff Dinner of the City and Suburban Carriers, Ltd., the well-known London and Suburban Carriers of Stepney Green, London, E., was held at the London Tavern, Fenchurch Street, E.C., on January 25th last.

One can best describe this yearly gathering, when the Directors of the Company entertain their employees, as a large New Year's party when Father gathers round him his many children. **Mr. Llewellyn Barter**, the Managing Director of the Company, who was in the Chair, is indeed a father to his people, and small wonder that the employees responded with such good will to the calls made upon them during last year that the Company broke all previous records.

Mr. F. Gerner (Herd & Gerner, Ltd.), proposing the toast of "The Company," said he remembered the City and Suburban Carriers when in infancy; to-day it was a very strong concern. "Carriers come and go but the City and Suburban Carriers have came to stay." (Applause.) He believed that the secret of business success was to satisfy one's customers, and that was the object of the Directors and staff of the Company. Occasionally his own firm had a bouquet thrust upon it, but to the City and Suburban Carriers bouquets were presented fairly frequently. He rejoiced that the Company had so prospered, and they looked forward to its continued success.

Mr. J. V. Hatch (Director), responding, said that the City and Suburban Carriers started in a small way, not so many years ago, with the object of providing a much needed express delivery parcel service in London at competitive rates, and he was pleased to say that the Company was able to register another record for the past twelve months. (Applause.) That the nourishment they had given their child had suited it was proved, yet, like all growing children, it suffered from what he might term "growing pains"; for instance, many of their customers wanted their goods collected at about the same time in the evening, and all wanted their goods delivered by nine o'clock in the morning. (Laughter.) By a little dovetailing and overlapping, coupled with other little devices, he believed they succeeded in satisfying their customers. The Company suffered from one growing pain, not peculiar to itself but which applied to all growing companies, and that was the difficulty of providing adequate accommodation. Just over two years ago the Company acquired land and built what they considered to be an ideal distributing depot; they had hardly finished building, however, when it was found necessary to buy new property, pull down the new buildings and proceed to provide much larger ones. He thought they had now formulated plans to enable the business to extend sufficiently that in the near future they would be able to handle double the volume of traffic they were dealing with at the present time. (Cheers.)

Mr. J. Partridge, one of the Company's outdoor representatives, proposed the health of the visitors. He said there was a proverb "Brevity is the soul of wit," but it did not apply to an outdoor representative. (Laughter.) Their visitors were the friends of the Company, and he thought they were to be congratulated upon having such carriers as the City and Suburban Carriers to do their work; he really did not think they could be bettered. (Laughter.)

Mr. Richards, responding on behalf of the guests, spoke in eulogistic terms of the ability of Mr. Partridge, and concluded this part of his speech by saying, "If that does not get him a rise it ought to." (Loud laughter.)

He was glad to hear Mr. Gerner say that the City and Suburban Carriers had come to stay, and he hoped that the Company would be in existence for many years to come. Mr. Hatch had referred to little difficulties the Company had to face, and mentioned delay caused to their vans when their driver had to wait for a signature for a parcel whilst the lady of the shop served one of her best customers. Mr. Hatch might like to give his men a little tip. The following happened to one of his customers:—A delivery driver rushed into his shop with a parcel and shouted: "Sign quickly, Sir, the old bus is on fire"; the customer signed the sheet and the driver rushed out and jumped on to his footboard; the customer followed and found that the fire was only the old Ford boiling, and off she went like the Flying Scotsman. (Loud laughter.)

Mr. Alderwick and Mr. Watts also replied on behalf of the visitors, the latter remarking that the clients of the City and Suburban Carriers appreciated the way in which the Company gave immediate attention to every suggestion put before them.

Mr. Llewellyn Barter, who was enthusiastically received, proposed the health of the staff. It was, he said, the toast that it always gave him the greatest pleasure to propose. His staff was one of the best. The drivers were out in all weather and seldom did they lose time. People said to him occasionally, "One of your drivers cut me off in so-and-so." (A voice: "We were out to win." Laughter.) He hoped, however, that the Company's drivers would always be courteous on the road, and, of course, they must never close in a car belonging to one of the Company's customers. (Laughter.) The Office Staff had done excellent work, whilst the bank staff consisted of willing men. The Company's engineers had a difficult task which they accomplished in an admirable way, and the Company's outdoor representatives inspired confidence wherever they went. (Applause.)

During the past year the Company had handled just over three million parcels (loud applause), and they had in service approximately 150 motor vehicles. With a view to increasing the speed with which the Company could deliver parcels they were installing conveyors which would also have the effect of lessening the heavy work. He counted upon the loyal support of the staff during the coming year, and their aim must be to reach the four million parcels mark.

Mr. H. V. Redburn, responding, said how gratified the employees were at the kind way in which Mr. Barter had expressed his appreciation of their efforts. He then proceeded to refer to the great support the staff received from the Board of Directors. In this connection, Mr. Redburn mentioned that during the Christmas rush Mr. Llewellyn Barter and Mr. J. V. Hatch personally assisted the night staff in the handling work.

Mr. J. Lamboll proposed the health of the Chairman. He said that Mr. Barter was a born organiser and was held in the greatest respect and esteem by the staff.

Mr. Barter, responding, said that he had some really good helpers. Mr. J. V. Hatch was one of his great supporters and Mr. Frank Taylor was another, and with regard to the latter gentleman, his heart was in the right place even if he was a strict disciplinarian. (Laughter.) On the mechanical side he had Mr. Hedges, and other able assistants were Mr. Redburn and Mr. Cracknell. Without such support the Company could not prosper as it had.

Census of Mechanically Propelled Road Vehicles—Great Britain. — A return has been issued by the Ministry of Transport giving particulars of the number of mechanically propelled road vehicles for which licences were current at any time during the quarter ended 30th September, 1929. Copies (price 1s.) can be obtained from H.M. Stationery Office, Adastral House, Kingsway, W.C.2. The total number of vehicles recorded was 2,196,714 compared with 2,052,539, during the corresponding period of 1928. The return includes details of the numbers of vehicles of different classes licensed in each Registration Area, and an analysis of the principal classes according to the various taxation scales.

Tramways Return.—A return has been issued by the Ministry of Transport giving particulars of the accounts and statistical returns of the Tramway Undertakings in Great Britain for the year ended 31st December, 1928, for companies, and 31st March, 1929, for local authorities, and is now on sale at His Majesty's Stationery Office, price 10/6. In addition to summaries of the year's results, the return contains full particulars regarding the capital, income and expenditure, volume of traffic and operating results of each undertaking. The return also gives particulars of the working of Trackless Trolley Undertakings in Great Britain. The number of passenger journeys during the year was 99,065,544.

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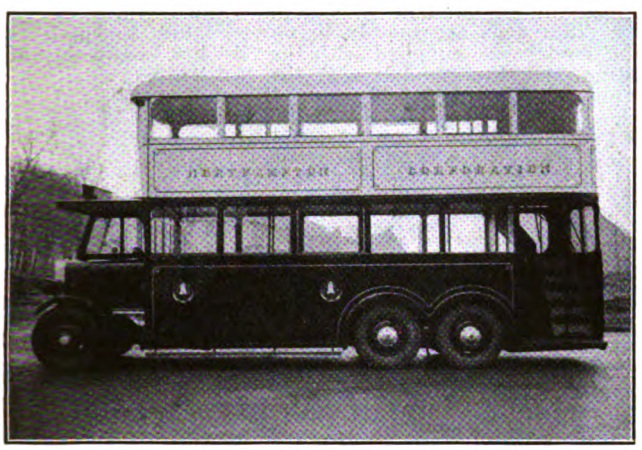
Interesting Guy Chassis.

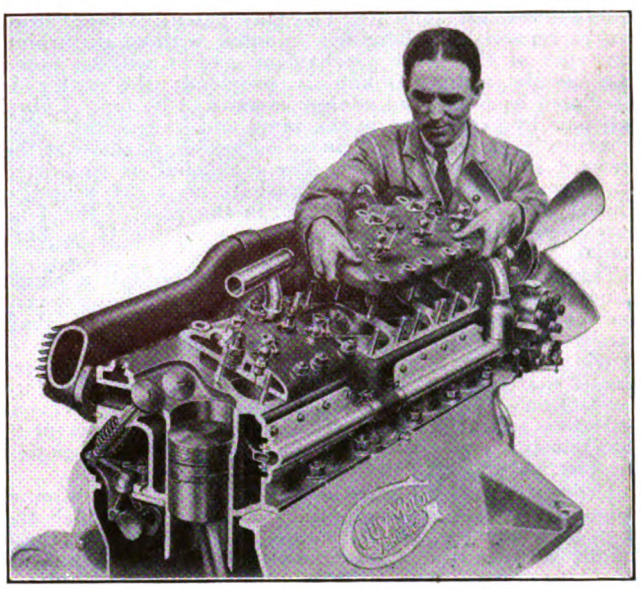
GUY MOTORS, LTD., of Fallings Park, Wolverhampton, are, as our readers are well aware, manufacturers of very comprehensive ranges of passenger and goods vehicles. During a recent tour of the Guy works we saw practically the whole of both ranges in the various construction stages, but for the purpose of this article we propose confining our descriptions to the six-wheel and the 48-seater double-deck bus chassis, which appear to us, without depreciating the utility and value of other passenger models, to be the most interesting.

THE SIX-WHEEL PASSENGER CHASSIS.

The advantages provided by the six-wheel design, such as the halving of the rear axle weight, the elimination of wheel spin, the practical elimination of skid, increase of adhesion, reduction of shock transmitted to the chassis frame, are points which we believe our readers now thoroughly understand. The six-wheeled vehicle is, in fact, entering into favour so rapidly that it may ere long be regarded as the normal type.



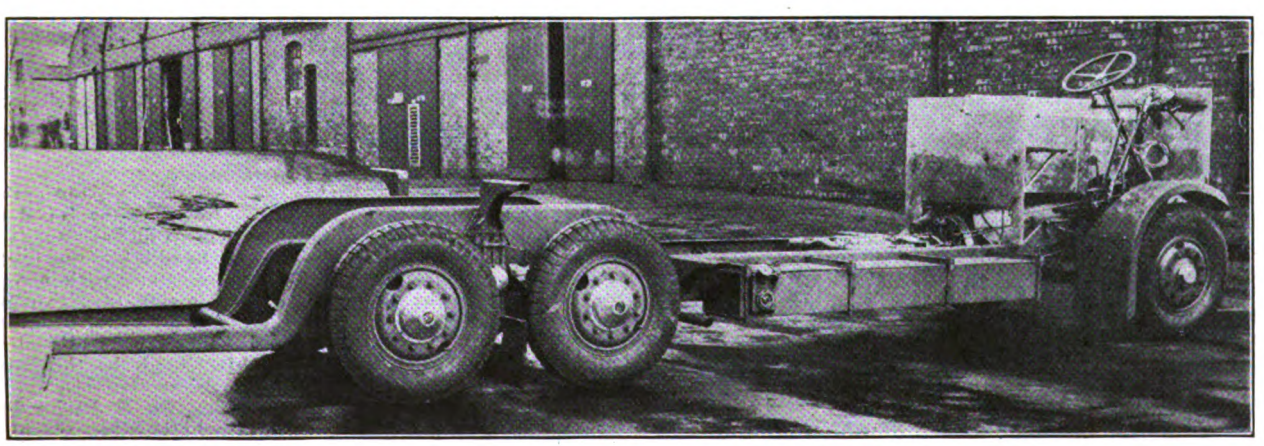
THE GUY DOUBLE-DECKED 66-72-SEATER BUS.



THE GUY 6-CYLINDER ENGINE.

Guy Motors are, we believe, the pioneer builders of rigid six-wheel bus chassis for single and double-deck bodies. There is, it must be understood, a great deal of difference between the rigid six-wheeler as developed for army transport over rough country, and the rigid six-wheeler as developed for passenger and goods transport over ordinary roads. The former may be described as the acrobat amongst motor vehicles, whilst the latter is designed to provide smoothness of running primarily, and it has the additional advantages as mentioned above, as compared with the four wheel type of vehicle. In short, the bogey carriage of the passenger rigid six-wheeler is a plain straightforward piece of engineering work, free from the elaborate mechanism necessary to permit the contortions to which the army type of vehicle is subjected.

The Guy bogey carriage consists of a pair of underslung worm axles, complete with differentials, connected by a universally jointed driving shaft. Centrally, between the two axles, there is a tubular cross member bracketed to the side frame members. At each end of the cross member there is an independent spring swivel bracket mounted on a floating bronze bearing. Half elliptic springs are, at their centres, anchored above and below each spring swivel, and the spring extremities are bushed and connected with the axle brackets. There are no torque members, the torque being taken through the springs. Should the bogey carriage require over-hauling, by unfastening the eight cross tube bracket bolts and after disconnecting one universal joint, the brake rods and jacking up the frame, the entire bogey carriage can be wheeled away from the chassis. All wheels are mounted on taper roller bearings. Both foot and hand brakes operate on the four bogey wheels in 18 in. diameter brake drums. The foot brake is vacuum servo motor assisted. The axles are offset to the nearside for low loading and are fully floating, the weight of the vehicle and load being carried on the axle housings, therefore the whole of the transmission can be removed without jacking up the vehicle.



THE GUY RIGID SIX-WHEELED BUS CHASSIS.

The Engine. The power unit is a first-class piece of engineering work and has proved to be decidedly successful in service. It is of the modified overhead type or, to

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be more accurate, it may be said to be a compromise between the overtype and the side type providing, by the Guy patented valve design and detachable cylinder head, the advantages of both types. Such is the claim made by the makers which we, in our turn, believe is justified.

The engine has six cylinders, 4 in. bore and 5½ in. stroke, R.A.C. rating being 38.4 h.p. Alternatively, an engine of 4½ in. bore and 5½ in. stroke may be fitted, the R.A.C. rating being 43.4 h.p. The principal features of the engine are: The cylinder head and valve arrangement, which can be best understood by reference to the accompanying illustrations. It will be seen that the camshaft valve and rockers are placed alongside the cylinders with the water jacket between, therefore, they are not subject to high temperatures which has been one of the causes of overhead valve trouble in the past. The valve stems are automatically lubricated, and the valve operating gear is enclosed by quickly removable aluminium covers with thumb screw attachment. The Guy patent cylinder head can be removed in about five minutes, without disturbing any part of the valve mechanism, and it will be noted that ample water cooling is provided; the water is circulated by pump and cooling is assisted by fan. Lubrication is by gear pump in the sump and by troughs. The magneto is placed high up in an accessible position at the forward end of the engine. The crankshaft is supported on seven bearings and the camshaft on eight bearings. The engine develops 50/90 b.h.p. in the case of the 4 in. bore model and 58/105 h.p. in the case of the 4½ in. bore model.

Transmission. Power is transmitted through a single disc fabric lined clutch provided with multiplying levers and clutch stops, and a short universal jointed shaft carries the power to the four-speed gear box, which is provided with right hand control. A feature of the gear box is that additional central bearings are provided (see illustration) to the main and layshafts which prevent deflection and give much quieter running. Adjustment to the selector mechanism can be made without opening the box and draining the oil.

The engine and the gear box are carried on a subframe, independent of the main frame, the design of which the firm has patented. It is mounted universally at three points between the main frame members, and thus all stresses resulting from main frame distortion are insulated from the engine and gear box. The rear end of the subframe is carried on brackets supported by a cross member of the frame, thus independent movement is provided. Another advantage of this construction is that, in the event of an accident to the main frame, the three subframe suspension points may be unfastened and the subframe with the engine, clutch and gear box, universal joints complete with the propeller shaft, can be supported by jacks and the main frame lifted over these units thus effecting a considerable saving in time. Transmission to the front bogey axle is through a two-piece tubular propeller shaft with Hardy Spicer flexible couplings.

Steering. The steering is by cam and roller, and the steering column can be adjusted to any suitable angle. The steering rods are of strong tubular section and they form oil reservoirs, with wick fed to the patent ball joints. Provision is made for replenishing the oil at intervals, but this is only necessary after many thousands of miles running.

With regard to the front axle: This is provided with renewable bushes at the bottom of the swivel pins and roller bearings at the top. The load on the swivel pin is taken through a thrust bearing, and lubrication is taken from an oil reservoir above the swivel pin. The hubs are mounted on adjustable taper roller bearings.

Frame. The frame is well braced with strong tubular cross members. In addition there is a brake cross shaft consisting of 2¼ in. high tension tubing mounted on spherical bearings. This shaft supports the brake transmission rods.

The chassis is automatically lubricated throughout, all points requiring lubrication being connected with accessible oiling galleries provided with high pressure oil granulators.

The wheels are shod with 36 in. by 6 in., 34 in. by 7 in., or 36 in. by 8 in. pneumatic tyres according to the size of the body.

The chassis is supplied in five different models though the differences are mainly in minor detail, for instance two models are supplied with the 38.4 h.p. engine R.A.C. rating, and three models with the 43.4 h.p. engine R.A.C. rating; the two former have 16 ft. 7 in. and 19 ft. 1½ in. wheelbases respectively, whilst the latter have 16 ft. 7 in., 18 ft. 6 in., and 19 ft. 1½ in. wheelbases respectively. The prices are (1) for the 38.4 h.p. model, 16 ft. 7 in. wheelbase, £1,190; (2) with 19 ft. 1½ in. wheelbase, £1,295; (3) the 43.4 h.p. model, with 16 ft. 7 in. wheelbase, £1,495; (4) with 18 ft. 6 in. wheelbase also £1,495, and with a 19 ft. 1½ in. wheelbase, £1,525.

THE 48/51-SEATER CHASSIS.

This chassis is similar in all respects to the model above described with the exception that it has a single rear axle instead of a four-wheel bogey. The rear axle is off-set to the nearside and is under-worm driven. The chassis is built for 48/51-seater bodies. The gross carrying capacity, including the body, is 5 tons 5 cwt.

GENERAL.

We were much impressed during our visit with the activity of the Guy works and the large number of complete vehicles ready for dispatch or about to be dispatched to their destinations. Amongst these were noticeable six 20-seater chassis for the Scottish General Transport Company, 31-seater "Conquest" vehicles for the Western Welsh Omnibus Company, 31-seaters and 20-seaters for the National Omnibus Company, 35-seaters for the Great Yarmouth Corporation and several other corporations and private operating firms, and it should be observed that these are passenger type vehicles only. With regard to goods vehicles the works appeared to be equally busy, but this must be the subject for a separate article.

In Parliament.

Mersey Docks and Harbour Board Schemes. Asked the gross amount of the schemes for the relief of unemployment submitted by the Mersey Docks and Harbour Board up to the 20th January last, and the total amount approved to date? **Mr. Thomas** (Lord Privy Seal) said that three schemes, total value of over £2,250,000, had been submitted and that two, value nearly £2,000,000, had been approved. The other scheme had been approved in principle, subject to an examination of detail, which was nearly complete.

Slow Moving Traffic. Mr. Day asked the Home Secretary how many prosecutions had taken place in the Metropolitan police district for the 12 months ended to the last convenient date, with reference to the bye-law which had been in force since 12th March, 1914, with regard to slow moving traffic keeping near the kerb. **Mr. Clynes** said that there were no prosecutions under the bye-law referred to. Two persons were reported and dealt with by caution.

Subsidised Motor Vehicles. Mr. Ayles asked the Secretary of State for War the number of privately-owned motor vehicles subsidised by the War Office, the purpose of such subsidies and the total amount of money so spent? Replying, **Mr. Shaw** said that the scheme provided for subsidising 1,000 vehicles at £40 a year each, and a sum of £40,000 was included in the Army Estimates for the subsidies; the actual number of vehicles enrolled was, at the moment, 989. The vehicles were available to be purchased by the Department in emergency, and the object of the scheme was to save the heavy expenditure which would otherwise be necessary in providing, storing and maintaining a reserve of such vehicles as War Department property.

Motor Vehicle Headlights. Sir P. Richardson asked the Minister of Transport whether he had considered the danger to users of vehicles and to pedestrians arising from the increasing number of dazzling headlights on motor cars; and whether he was taking any steps with a view to minimising the danger? **The Minister of Transport** said that the question of the further regulation of motor vehicle headlights was under consideration in the light of the recommendation on the subject made by the Royal Commission on Transport in their First Report.

Vibration Caused by Heavy Traffic. Sir P. Richardson asked the Minister of Transport whether his attention had been drawn to the excessive vibration caused by heavy motor vehicles and the serious damage occasioned to properties adjoining roads, and, if so, what steps he proposed to take to minimise damage and consequent loss to householders? **Mr. Herbert Morrison** said that complaints had been made to him from time to time on the subject. He thought there was reason to hope that the vibration caused by heavy traffic would diminish owing to the improvements which were continuously being made, both in road surfaces and in the design and construction of heavy vehicles. Encouragement was given to the equipment of the heavier types of vehicles with pneumatic tyres by a substantial rebate in taxation.

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Motor Coach Organization in North America.

By a Canadian Correspondent.

DEVELOPING from a small organisation operating two or three jitneys on the streets of Vancouver, B.C., an open touring car between New Westminster and Vancouver cities, and another car between Vancouver and the International boundary line with an occasional trip to the seaside in the summer time, the B.C. Motor Transportation, Limited, is to-day the largest organisation of its kind in the Canadian Pacific Coastal territory.

TERMINAL DEPOT OF PACIFIC STAGES AND HEAD OFFICE BUILDING OF B.C. MOTOR TRANSPORTATION, LTD., VANCOUVER, B.C.

The B.C. Motor Transportation, Limited, has an elaborately constructed terminal depot in the city of Vancouver and has branches throughout the lower mainland of British Columbia. It operates the Pacific Stages throughout this territory and also has interstate certificates and operates an international service between Vancouver, B.C., and Seattle, Washington, in conjunction with an American organisation. The firm also operates the Grey Line Sightseeing Tours in Vancouver City and controls the Vancouver Transfer Company, the Vancouver Yellow Cabs, operates a Limousine Service and a branch of the Hertz Driv-Ur-Self.

As already stated, its first inter-state service was given by an open touring car way back in the days when the jitneys threatened to put street cars and other organisations of transportation out of business. I. W. Neil, general superintendent of operations for the B.C. Motor Transportation, Ltd., was the pioneer driver in those early days.

To-day, one million passenger miles per year are covered by the firm and 35,000 passengers are carried each month in its stages, six different regular routes being served by the company.

Inter-state service between Vancouver and New Westminster over the Pacific Highway, across the border to Seattle, Washington, is one of the big paying features of the firm's activities. At Seattle connections are made with motor coaches which connect with all points in California, Oregon and Washington, and through tickets can be secured at any of the company's depots or agencies throughout British Columbia for a coach trip to the most easterly state or even across the American border to Mexico by the Pacific Coast route.

Careful attention to the maintaining of a high standard of equipment and courteous service at all times are declared to be the creed on which the success of the B.C. Motor Transportation, Limited, has been founded. The summing up of the general points is to be found in the remarks of a prominent official of the company recently, when he stated: "It is not merely enough to provide transportation, a firm operating in a business such as ours must present an opportunity to the general public to travel between two points in the minimum of time, with the maximum of comfort and to derive the maximum enjoyment from the journey."

Accidents are little known in the records of the Pacific Stages. Like all other motor transportation firms there is a few of these accidents to mar its record but, nevertheless, the firm stands highest of all stages operating companies on the Pacific Coast in this connection and holds the confidence of the travelling public. All drivers are compelled to pass rigid tests before they are permitted to take over the wheel of a motor stage, and even then supervision of their driving is carried on for a considerable time before they are permitted to take out a coach on a regular run.

Standardisation of vehicles is coming into force on the Pacific stage system. At present 22 parlour coach type stages are operated, each being equipped with individual cushion seated chairs and the accommodation of the coaches ranges from 18 to 30 passengers. The interior trim of the coaches is carried out in Spanish leather and mahogany woodwork. Attractive curtains on the windows, shaded to blend with the general scheme of colour, give a touch of luxury to the appearance of the interior of the vehicles.

The successful development of the firm is attributed to one big factor practised by the firm, that of thorough mechanical inspection of the vehicles by the officials of the firm. Every night, when the coaches come into the garage, the engine, body and interior of the coach is thoroughly inspected. In addition to this nightly inspection, a regular chart is drawn up which shows exactly what equipment on the coaches must be replaced, repaired

LEFT: INTERIOR OF TERMINAL OF PACIFIC STAGES, VANCOUVER, B.C. RIGHT: LOADING PLATFORM AND BUS DRIVEWAY AT B.C. MOTOR TRANSPORTATION, LTD., TERMINAL.

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or overhauled when a certain mileage has been reached.

A record is carefully noted in a book of any repair work done, no matter how small, together with the mileage done by the vehicle up to the time of the repair. A record is thus provided for checking up the additional mileage required for making the next regular inspection. It is pointed out by Mr. Neil, however, that no matter how carefully planned this system may be, it is not going to be successful unless the most thorough and rigid inspection is made nightly of all parts of the coach for the purpose of seeing that there is no necessity to carry out any repairs sooner than shown on the chart. In the course of this inspection, should it be found necessary to repair, change or substitute any portion of the equipment of the coach, or any part of the engine, the vehicle is at once held out of service until this work is performed.

A twenty-four hour service is operated at the B.C. Motor Transportation Garage, and employees of the firm take charge of all work connected with the vehicles of the firm. Frequently the coaches get scrapes or the interior may be torn by baggage, but this is immediately repaired and if necessary a section of the coach repainted on its return to the garage. By this means it has been the experience of the firm that the necessity for regular repainting their vehicles does not arise so frequently as in the case of firms who allow all paint repairs to be done when the coach is getting a new paint job. The policy of the B.C. Motor Transportation, Limited, is that their coaches' exterior must at all time be perfect, and no scratch, no matter how small, is allowed to remain on the vehicles.

It has been found essential, in the opinion of the firm, to equip motor stages on long distance operations with a sleeve valve motor for the purpose of eliminating the noise which is liable to get on the nerves of passengers. Six-cylinder engines are also used in all coaches for a similar purpose, while air brake control is provided on all vehicles operated by the firm.

A service was at once started to the flying field at Vancouver when its airport opened some months ago, and it is now possible to buy through tickets at the Vancouver depot of the company, not only for air journeys from Vancouver airport, but also for journeys by air from any of the ports in the United States with which it is possible to make motor coach connection.

A very handsome modern motor coach depot was erected in Vancouver when the B.C. Motor Transportation, Limited, first officially organised under that name, and a second depot on a less elaborate scale was built at New Westminster. The exterior of the depot at Vancouver is finished in stone and is of a particularly impressive character. There are long mahogany benches in the waiting room which harmonise with the colour scheme of the woodwork in the rest of the building. To one side of the room is a baggage office. At the other side, between two doors leading to the street, is the information bureau, while just across the room from this and between the two doors leading to the coach loading platform, is the ticket office. Rest rooms are situated on the mezzanine floor, while a lunch counter, candy, magazine and tobacco stands are located on the ground floor of the building with entrance from both the interior of the depot and from the street. These are operated by private individuals who secure the concessions from the firm. The actual loading of the coaches is done from a low platform running parallel with a long driveway which occupies approximately one-third of the ground floor of the depot, and into which the coaches drive for the purpose of both loading and unloading passengers.

The company has agents and waiting rooms at all points along its route in addition to these depots. In Seattle the inter-state buses operate into the depot of the Pacific Northwest Tractor Company. The latter company operates two motor coaches daily between Seattle and Vancouver, while the Pacific States operate two motor coaches on the same run. The American-owned coaches use the depot of the Pacific Stages on their arrival at Vancouver. Tickets on one line are also good on the other line, which thus gives to all intents and purposes a service of four round trips daily between Vancouver and Seattle by the two companies.

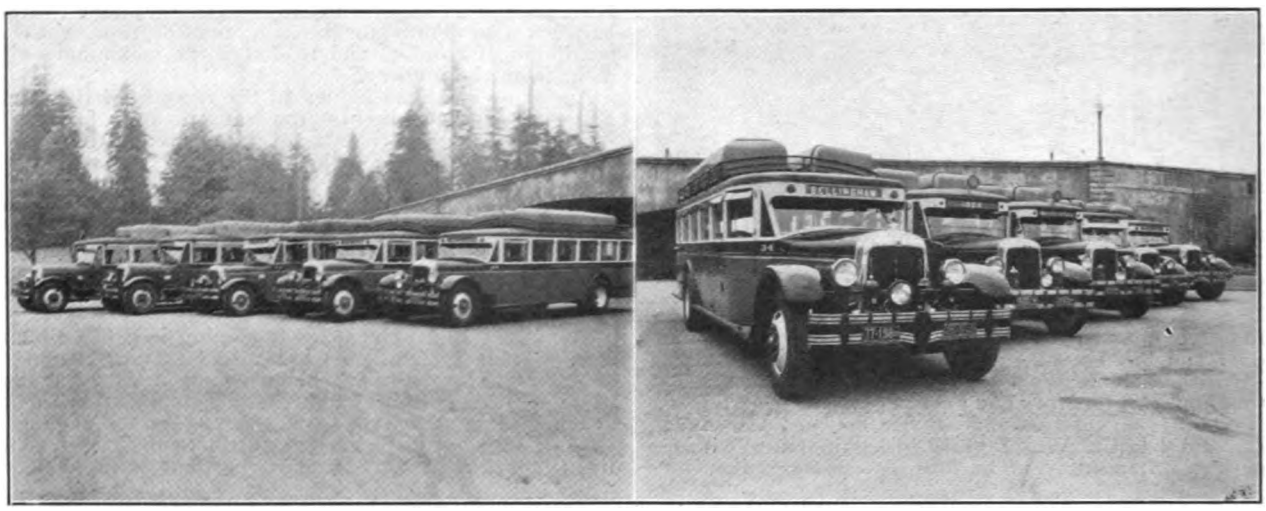
The zone system for tickets has been established on all local routes of the Pacific Stages. The routes being alphabetical and the stops numerical. Further efficiency in the ticket system is secured by a ticket machine which issues the tickets stamped with the route letter and stop number.

The motto stressed to a very considerable degree in the training of the operators and in fact all employees of the B.C. Motor Transportation Limited is "Service with a Smile." The men have established a reputation for their courtesy and are well spoken of by all patrons of the line. The Pacific Stage operators wear a neat khaki uniform of similar material and in fact, with the exception of different badges, of practically the same cut as that of the regulation uniforms supplied to officers in the army. The cap worn is the regulation officer's field cap with suitable badges for the local firm.

Large country communities, which were little more than struggling hamlets, owe their growth and success to the elasticity of the stage service which started regular communications between these small towns with the outside world. It has been the policy of the firm at all times to make a fair offer for all the vehicles which are operating in opposition to it over the routes it now serves. There has never been any attempt on the part of the company, according to the claims of its officials, to freeze out the small man, and fair offers for the, in many cases dilapidated jitney lines operating before the company commenced service with its modern motor stages, were always made.

A considerable proportion of the time, especially in the winter months, is occupied by charter business. Special parties and clubs, societies and organisations are regular patrons of the firm and charter anything from one to twenty coaches at regular periods.

Pacific Stages are often rebuilt and painted in the orthodox grey shade with suitable diamonds and lines, to operate as the Grey Line sightseeing coaches, another line operated by the B.C. Motor Transportation, Ltd. Various other makes are also used for this service. Some of these coaches have been fitted with folding roofs,



LEFT: A FEW OF THE PACIFIC STAGES COACHES. RIGHT: SOME OF THE COACHES OPERATED ON SEATTLE, PORT HANEY, WHITE ROCK, IOCO, AND BELLINGHAM ROUTES. NOTE WASHINGTON STATE AND BRITISH COLUMBIA LICENCE PLATES ON EACH COACH.

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which are specially adapted for permitting an unobstructed view of the mountain tops seen on sightseeing trips around the city of Vancouver. The windows are higher than in the usual stages and the seats in some of the vehicles are slightly raised one above the other. Twelve coaches are operated in this sightseeing service. All points of interest around the city of Vancouver are touched by these coaches, and a service is maintained all the year round.

An additional sightseeing trip is also run by the Grey Line coaches, between the city of Vancouver and the Grouse Mountain Chalet. This service is in the form of a sightseeing trip, but is also a regular stage route. This trip occupies exactly one hour and brings passengers from the seaside to the snows of the mountain top. During the winter period, when snow on the mountain in the past has prevented coaches completing the climb, the passengers have been transferred to sleighs on which the last stage of the route has been completed.

Authentic and exact information is given out on sightseeing trips, as a strict ruling on the part of the firm objects to any vaudeville play of any description being staged. The men who are employed on these tours are men who are thoroughly acquainted with Vancouver, and who not only know the various points of interest, but are also familiar with the traditions, folk lore, legends or history of the various places or buildings which they are talking about. As a result of this policy on the part of the officials of the firm, the sightseeing trips on the Grey Line tours are not only extremely interesting but actually educational.

The city of Vancouver has 26 Yellow Taxi stands in various parts of the city from which 43 vehicles operate for the B.C. Motor Transportation, Ltd. Each of these stands is connected with a private line with a switchboard at the main depot of the company.

A very elaborate system of checking up the position of all cabs in connection with these stands, and also a system of checking up the meters of the cabs themselves, has been worked out and is in active practice in the company's system. There is a dispatcher in the main depot of the company. Each taxi cab when it goes out of the garage to a particular stand is given a number corresponding to a number on a little plug in the board in the dispatcher's office. When this cab leaves the stand on a run it checks out by telephone or by automatic signal. A pink tab, giving the time the car checked out is then pinned on the square bearing the number corresponding to the number of the cab on the dispatcher's board. When the cab checks in again on its return to the stand this slip is again passed through a time clock and punched. When the cab arrives on the stand a time slip is also punched of a different colour, so that an exact check can be made of how long the cabs remain idle on the stands and also of how long they are on a run. By means of this board it is also possible to tell exactly how many cabs are standing on the various stands and how many are remaining in the garage, as well as those in active operation.

The company has reduced its fares during the recent weeks to a scale of a system at present in force in Cleveland. These reductions apply to rates over $1.00 and are designed to give less expensive service to all outlying points. The meters call for a fare of 25 cents on the taxi being flagged, and ten cents for every following third of a mile. Since the reduction in fees over $1.00 there has been a very favourable response from the public.

Old cars on the cab service have been substituted by the company by the highest type of modern taxi cab during the past year, and the old cars have since been disposed of. This gives a particularly attractive fleet of fully modern taxi cabs now in active service in Vancouver and surrounding district under the flag of the Yellow Cab system. The men operating cabs pass through the same schooling in courtesy as the Pacific Stage and Grey Line operators, and they are all dressed in neat dark grey uniforms.

Commercial men and tourists who are not able to secure their own car in time of need are accommodated with a luxurious type of Drive-Ur-Self system comprising of nine cars in the city of Vancouver.

For the accommodation of those persons who wish to use a car bearing all the appearance of a private vehicle and driven by a uniformed chauffeur, a Limousine service is provided by the company. This fleet of cars are composed of Packards, Studebakers and Buicks.

An exclusive concession from all railroads and steamships lines and from the leading hotels has been granted to the B.C. Motor Transportation, Ltd., under the name of The Vancouver Transfer Co., Ltd. The Yellow Cabs also enjoy this concession. The Vancouver Transfer specialises in all baggage and other shipments coming in by rail, or ship, which require instant delivery. The prompt and almost instantaneous service which has been invariably given by this firm in the past has been responsible for its securing many additional concessions and contracts without any exertion whatsoever on its part, as its reputation has been so high that new hotels starting in business have of their own accord come to the company for the completion of an agreement between the two organisations.

At the present time the B.C. Motor Transportation, Ltd., is completing the first unit of the largest single floor garage on the North American continent. This building will be of ultra-modern design, and only two posts will be erected on the entire floor area, thus leaving a maximum amount of room for manipulating the largest of the stages in operation. Special accommodation for tyre shops and paint shops, battery shops and all other departments necessary in the maintenance of an efficient and highly organised service will be provided.

In addition to agents who are not on the regular payrolls, the firm at present employs well over 250 persons and operates over 160 vehicles.

Mr. Neil, general superintendent of operations, is, as already stated, himself a practical man who has pioneered the way for the present gigantic system of the company. Mr. Frank Barnes, general managing director of the firm, has taken no less active part in the development of motor transportation in Vancouver. He has been personally connected with the game for the past 20 years and has built it up from the early days of the old-fashioned jitney to its present elaborate and ultra-modern stage.

Subsidies for Motor Vehicles.

War Office Scheme.

THE War Office is inviting applications to fill vacancies in its scheme for subsidising motor vehicles. Vehicles eligible for the subsidy are rigid-framed six-wheeled ones built to the War Department chassis specification. They are equipped with pneumatic tyres and are of the following makes and types:—Albion (S.K.31) 4 tons; Crossley (I.G.L.3); Guy (B.A.X.) 3-5 tons; Karrier (W.O.6), (R.M.6) 3 tons and (F.M.6) 5 tons; Leyland (Terrier) 4 tons; and Thornycroft (A.3) 3 tons and (A.5) 3½ tons.

A vehicle of each type has been submitted to exhaustive tests as to stability and performance, under War Department scrutiny, to ensure reliability under all conditions of service. Owing to their capacity for cross-country work, the vehicles are particularly suitable for loading on almost any condition of ground, thus saving double handling of the load. Detailed particulars of the vehicles may be obtained from the makers. Practically any type of goods-carrying body is acceptable; but where special trade requirements necessitate an abnormal body, the chassis can be enrolled without the body.

The subsidy agreement gives the War Department a right to purchase the vehicle if it is required during a national emergency. There is no obligation to hire to the Department at any time.

The subsidy offered is £120, payable half-yearly in advance by six instalments, the first being paid on enrolment. A vehicle being acquired by hire purchase can be enrolled under the scheme; in this case the agreement provides for the subsidy paid to the legal owner being credited to the hire-purchaser as received.

Further information will be supplied on personal or written application to the Chief Inspector of Subsidised Transport, Hyde Park Barracks, London, S.W.7, or to one of the Area Inspectors of Subsidised Transport, whose addresses are:—For Scotland and Northern Ireland: 50 Wellington Street, Glasgow (Tel. Central 1325). For Midlands and Northern England: 52 Corporation Street, Manchester (Tel. Central 8444). For West of England and Wales: 84 Park Street, Bristol (Tel. Bristol 7728).

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Coach Makers at Dinner.

THE members of the Worshipful Company of Coach Makers and Coach Harness Makers of London, met together at a Livery Dinner held at Grocers' Hall on Tuesday, February 4th last under the presidency of the Master, Sir Edward Manville, J.P., M.I.E.E., who was supported by Mr. W. Lawton Goodman, Senior Warden; Mr. Sydney Norris, Renter Warden; and Mr. A. F. Farish, Junior Warden. A large company of distinguished guests was present including: The Duke of Atholl, Lord Ampthill, Lord Aberconway, Lord Faringdon, Lord Blanesburgh and Lord Wargrave. Amongst other well-known guests at the head table were Sir Ralph Wedgwood, Sir Herbert Walker, and Mr. J. Milne, Sir George Beharrell, Sir Harold Bowden and Sir Sefton Brancker. The guests of the evening were the Lord Mayor of London, Alderman Sir Wm. Waterlow, K.B.E., and the Sheriffs Alderman W. Phene Neal, and Mr. F. Bowater.

SIR EDWARD MANVILLE, J.P., M.I.E.E.

It was a matter of disappointment that the Master was unable to take his customary part in the speaking part of the proceedings owing to loss of voice, and the regrets of the members and visitors was expressed by the Junior Warden.

The civic toast was proposed by Mr. Lawton Goodman, Senior Warden, who referred to the famous coach, the product of their industry, which was a feature of the Lord Mayor's Show, and he predicted the time when it would be necessary for the Lord Mayor to visit not only the continent, but the various parts of the Empire, when an aerial coach would be required. In view of this possibility the Worshipful Company numbered amongst its members some of the most distinguished constructors of aerial coaches.

The Lord Mayor, in responding, said he had been making enquiries as to the possibility of travelling by aeroplane to Paris and then direct to Edinburgh, and said that if it could be arranged he would make use of it.

The toast of the Houses of Parliament was proposed by Mr. Sydney Norris, and to this Lord Amulree and Mr. P. T. Hannon, M.P., replied.

The toast of the Worshipful Company was proposed by Lord Ampthill, who said there was no Englishman who was not proud of the great City Companies. British craftsmanship was the best in the world, and traditions, customs and regulations on which that craftsmanship had been built up were mainly due to the old City guilds.

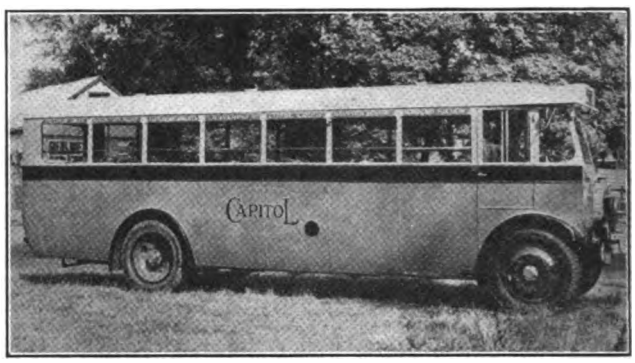
Professor E. W. White, C.B.E., M.B.E., the Past Master of the Company, responded on behalf of Sir Edward Manville, and said their's was a very ancient Company going back to Tudor times. The old charter was lost in the Great Fire, and the present charter dated from 1677. When he was Master in 1908 it was decided, in view of the decline of the coach trade, to admit members of the motor trade, and he considered that as a result of this development the Company would soon be one of the most important in the City of London. The Company was doing all it could to encourage the design of motor bodies, and was giving grants for the promotion of the industry.

Mr. A. F. Farish proposed the toast of the guests, and Air Vice-Marshal Sir Sefton Brancker replied.

Albion Passenger Vehicle Orders.—The Albion Motor Car Co., Ltd., Scotstoun, Glasgow, announce the following repeat orders for passenger vehicles:—A number of 32-seaters for the Grimsby Corporation, ten 4-cylinder 32-seaters for the Leicester District Green Bus Co., Ltd.

Passenger Vehicle Notes.

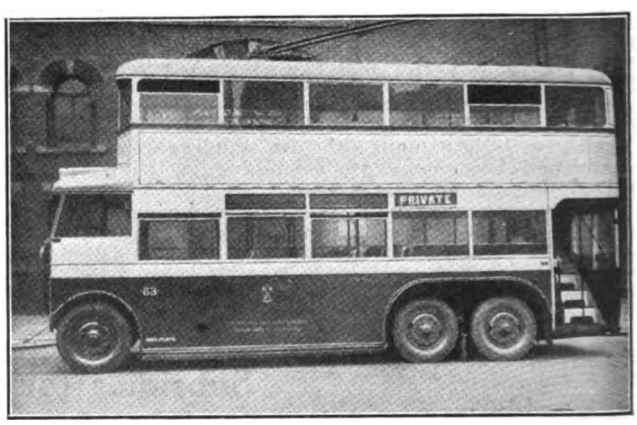
Tilling-Stevens Buses.—The photograph shows one of a number of 30-seater buses supplied by Tilling-Stevens Motors, Ltd., 5 Iddesleigh House, Caxton Street, Westminster, London, S.W.1, to the Capitol Road Transport, of South Street, Romford. This omnibus the makers state, represents the latest in design affording the maximum comfort for passengers, and is a representative type



TYPE OF TILLING-STEVENS 30-SEATER BUSES FOR THE CAPITOL ROAD TRANSPORT OF ROMFORD.

of the firm's "Express." The chassis is type B.10.A.2. with 16 ft. wheelbase, forward steering and low load line frame, and fully complies with the requirements of the Ministry of Transport. The body was constructed by Metcalfes (London), Ltd., of Romford.

The New Type Guy Trolley Bus.—The picture shows a new type six-wheeled double-deck trolley bus supplied by Guy Motors, Ltd., Fallings Park, Wolverhampton, to the Wolverhampton Corporation. It is one of nine which are now being put into service in Wolverhampton. The chassis is similar generally to those the firm are supplying to the Hull Corporation and the South Lancashire



THE NEW TYPE GUY TROLLEY BUS.

Transport Company. The body work in this instance is by Christopher Dodson, Ltd.

C.A.V. Battery Service Agents.—C. A. Vandervell & Co., Ltd., of Acton, London, W.3, inform us that the following have been added to the list of Official Battery Service Agents for Lucas, C.A.V. and Rotax Batteries:—Mr. A. L. Hook, Edenside Garage, Kirkby Stephen; Messrs. Burridges Motor Works, Station Hill, Chippenham; The Neath and District Accr. Service, 16, Angel Street, Neath; Mr. Victor Dale, North Street, Midhurst, Sussex; Mr. A. S. Playle, High Street, Maldon, Essex; Messrs. Walker's Garage (Whitby), Ltd., West Cliff, Whitby; Mr. Robert Wild, Royal Garage, Cockermouth; Mr. T. H. Torney, 8, Campsie Road, Omagh; Mr. P. Pierce, Ercall Garage, Wellington, Salop; Messrs. Wadham Bros., London Road, Waterlooville, Hants.; The Paragon (Hull) Motor Co., Ltd., Anlaby Road, Hull; Messrs. Bond & Co., Electrical Engineers, The Westover Garage, Westover Road, Bournemouth.

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Correspondence.

The Editor is not responsible for the views expressed in letters appearing under this heading. No letter will be inserted unless accompanied by the name and address of the writer, not necessarily for publication, but as evidence of good faith.

A POINT FOR THE WAREHOUSING AND REMOVAL INDUSTRY.

To the Editor of THE WORLD'S CARRIERS.

SIR,—A Member of the Furniture Warehousemen and Removers' Association in South Wales consulted me a few days ago in connection with a case of linen that had been destroyed owing to, as the customer alleged, having been stored in a damp place.

It appears that this particular case containing linen, towels, etc., had been stored on top of a box containing blankets, and the latter was found in perfect order, whilst the former had been reduced to a dry pulp, and the interior of the case affected by dry rot.

There is no doubt that the position in which this particular box was found removed any idea that the Depository was damp, because had this been so, the bottom case containing blankets would have been affected, and the blankets riddled by the moth grub, but there was not a sign of the moth grub or damp.

The property having been stored for a period of twenty years, and no examination having been made of the contents during that period, it was a matter for very serious investigation.

I had the whole of the materials analysed, and it was found that the primary cause of the disintegration of the linen was due to the fact that when the articles were washed twenty years ago considerable use was made of soda and alkali for washing purposes, and this chemical compound was not thoroughly washed out of the materials before packing for storage.

It is quite possible that in addition to the chemicals used, the linen was not thoroughly aired and dried before storage. Further, had the materials been properly rinsed, rough dried and then packed no damage would have resulted.

It is unwise to starch or even iron such fabrics before storage, or even to remain packed in a house unused, because anything in the nature of starch left behind is bound to be detrimental to the fabric and render the linen useless.

For years I have been advising customers that cotton fabrics should be washed free of starch before storage, as the fabric is bound to become disintegrated if starched and ironed and left for a long period.

I feel sure this case is one that will be noted with interest by the Members of the Removals and Warehousing Industry, and I hope that steps will be taken by them to pass on the necessary advice to customers who intend storing their furniture.

Yours faithfully,
R. J. ARMSTRONG,
Manager,
REMOVALS & WAREHOUSING DEPT.
ARMY & NAVY CO-OPERATIVE SOCIETY, LTD.

105 Victoria Street,
London, S.W.1.
4th February, 1930.

THE WORLD'S CARRIERS YEAR BOOK AND DIARY, 1930.

To the Editor of THE WORLD'S CARRIERS.

SIR,—I am returning the 1930 Year Book & Diary which you kindly sent. You will see that it arrived badly burnt. The Carriers van took fire a mile from my house.

As I always use your diary, may I venture to ask for a replacement?

With best wishes for 1930.

Yours faithfully,
E. S. SHRAPNELL-SMITH.

Hound House,
Shere, Surrey.
3rd January, 1930.

Publications Received.

TRANSPORT CO-ORDINATION.—"A Study of Present-Day Transport Problems." By K. G. Fenelon, M.A., Ph.D. (P. S. King & Son, Ltd., Orchard House, Westminster, S.W.1. Price, 6/- net). The author is Lecturer on Economics in the University of Edinburgh and this work is a survey of the possibilities of the co-ordination of the various forms of transport. This important subject the author explores thoroughly. He deals with the economic characteristics of the various types of transport and their respective economic spheres, passing on to discuss the competition between road and rail. Coming to the economic basis of co-ordination the author takes the following points amongst others:—Co-ordination in the past; practical difficulties; types of co-ordination; voluntary co-operation; co-ordination through railway ownership or control; statutory co-ordination, etc. "Is Road Competition Fair Competition"? The author states clearly both sides of this question, and it will be for the reader to find the answer. The author points out that there are now signs that road and rail transport are finding their natural economic equilibrium, and he sets out facts from which he deduces that it should now be more easy to attain some form of co-ordination between the two forms of transport. A number of statistical tables are given and the work is well indexed. A study of this book will certainly increase one's ability to understand the many important questions relating to transport, the discussion of which is now going on and which will, no doubt, be the basis of legislation in the immediate future.

BILBROUGH'S RAILWAY MILEAGE TABLES (GREAT BRITAIN).—Revised edition. Compiled and arranged by Granville F. Bilbrough, Assoc.Inst.T. (Birmingham Chamber of Commerce (Incorporated), 95 New Street, Birmingham. Price, £3 3s. net). This work has been compiled and issued for the use of traders who employ rail facilities in the transmission of their traffic and is designed to enable them to ascertain the actual mileage between any two points in Great Britain and should prove invaluable in assisting them to estimate the carriage charge upon any traffic. January 1st, 1928, witnessed a complete revolution in the methods of charging upon the railway systems of the country. New schedules of standard charges came into operation—based upon an entirely new classification. Additionally, the principle of "continuous" mileage was adopted for the first time and, even more important, there were profound modifications in the chargeable distances, which radically affect the bases upon which the new rates are computed. This new volume, which has been prepared to meet the new conditions, is most comprehensive, and covers some 15,000 stations, junctions and private sidings. It incorporates the whole of the railway systems of Great Britain and it contains a mass of essential information for the use and guidance of traders. The volume can be confidently recommended and will provide an essential part of the equipment of every traffic clerk.

"PEEPSHOW OF THE PORT OF LONDON."—By A. G. Linney. Sampson Low, Marston & Co., Ltd., London. 7/6 net. Mr. Linney, who is the Editor of the very interesting P.L.A. Monthly, published by the Port of London Authority, knows the River Thames and the Port from one end to the other and he writes about it in a way which makes it clear that he has made it a life study and with evident affection. It is not easy to realise that the jurisdiction of the Port of London Authority extends from Tilbury, almost at the mouth of the river, up to Teddington, a distance of 70 miles, and that within this range vessels from the magnificent 20,000 ton ocean liners to the smallest boats ply for hire and carry on their business on its surface. Mr. Linney, in this work, which is aptly entitled "The Peepshow of the Port of London," describes all this and takes the reader with him into nooks and crannies, Wharves, stairs, inns and buildings which are unknown even by name to the average inhabitant of this great City. Just as it is in London Streets, so on the river side, the old buildings, formerly well known and often influential, are gradually passing away, and it is a good thing that such a record has been made which will remind us of what the Port of London has been as well as what it is to-day. All those who are interested in the trade of the Port will find this volune a most fascinating one, not from an historical point of view, for it does not deal with the history of the Port, but as giving a bird's eye view of the river and of the buildings on both sides, and of the creeks and ferries and curious buildings which line either bank. The illustrations are exceedingly good and practically all of them are taken from the author's own photographs, adding in this way very greatly to its interest.

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Newcastle's Transport Problem.

IN accordance with a recent promise to Newcastle-on-Tyne City Council, to clearly define its policy, the Corporation Transport and Electricity Committee, on January 31st, issued a comprehensive report regarding the transport undertaking. In this the Chairman, Alderman Richard Mayne, briefly reviews the situation, and the General Manager, Mr. T. P. Easton, gives a lengthy explanatory statement of the operations of the undertaking since its inception.

The Committee, says Ald. Mayne, have no thought of recommending to the Council the general abolition of the existing system of tramways. On the other hand, the Committee do not propose to recommend any extension of the existing tramway track.

They propose, with the consent of the Council, to adopt other forms of transport, when and where desirable, to meet the growing need of the City's inhabitants. It will be a part of the Committee's policy, in every case where the tramway becomes worn out, to give careful consideration to the question whether the route can be more efficiently served by a form of transport other than trams —due weight being given to two prime factors, namely, the convenience of and the cost to the travelling public. They are convinced that on most routes trams are still the best and most economical form of transport. The policy of the Committee may be described as evolutionary, and not revolutionary.

With regard, in particular, to the existing and projected omnibus services of the Corporation:—As new residential districts are being opened out, largely by the Housing Committee's enterprise, it is proposed that omnibuses should be provided, on which residents are carried at fares similar to tram fares; but where the route traverses or competes with a tram route passengers must pay ½d. above the tram fare. This is the policy which the Committee have already adopted, and which they propose to continue.

Mr. T. P. Easton (General Manager) points out that during the 17 years up to the end of the Great War the system made steady progress and was gradually being established in a very strong financial position. Entering into the post-war period with a reserve and renewals fund of £155,251, there seemed to be reasonable prospects of the undertaking maintaining its satisfactory position, but many adverse circumstances developed which affected, in a drastic manner, the fortunes of the system. Increased wages was the chief factor responsible for an enormous rise in the cost of working.

Mr. Easton gives details of how working expenses rose, saying that in three years £197,000 was withdrawn from the Reserve and Renewals Fund. The pre-war cost of permanent way renewals averaged £10,000 per mile of double track, but post-war renewals have averaged £22,000; while for three years it was only possible to make the usual contribution of £14,000 to the relief of the rates by withdrawing the amounts from the Reserve and Renewals Fund. Newcastle was the only system to retain pre-war fares throughout the war. "A conservative estimate of the loss in tram receipts brought about by bus competition is £25,000 per annum," says Mr. Easton.

In concluding, Mr. Easton strikes a hopeful note on the tramways undertaking, saying, "Traffic receipts are showing a steady rise, and a pleasing feature of this is the improvement in workmen's traffic—a sure promise of an increase in the number of passengers all round."

Should the general improvement which has taken place in the past few weeks be maintained, there is every reason to anticipate the surplus on the present year's working—after paying working expenses, interest and redemption and other charges—will result in the sum of £30,000 being available for the Reserve and Renewals Fund, which, at the close of the last financial year, showed a deficit of £10,191.

Orpington By-pass.—On the 22nd January last the new bridge constructed for the Kent County Council and carrying the main London-Dover line of the Southern Railway over the Orpington By-pass at St. Mary Cray, Kent, was opened for traffic. The Orpington By-pass forms the last item in Kent of the programme of important road works initiated in the Autumn of 1923; the greater part of the road has been open to the public since the 26th June, 1927, but short lengths adjacent to the new bridge have been closed to through traffic owing to the bridge works. The Orpington By-pass is 6½ miles in length.

News from all Parts.

Body Building Competition.—In our September, 1929, issue we announced that a competition was being organised by Venesta, Limited, the manufacturers of Plymax, the metal-faced plywood for a working drawing of a delivery van which could be used by a confectioner, a grocer, a butcher or a fishmonger. The competition required that Plymax was to be specified for all panels and doors of the vans and for all other parts deemed suitable by competitors. It was the belief of Messrs. Venesta, Limited, Vintry House, Queen Street Place, London, E.C.4, that the next step forward in the design of retailers' delivery vans was the development of their interior equipment somewhat along the lines of that fitted in the modern wardrobe, and it was their desire to accelerate that development that prompted them to offer prizes in the competition. The competition was open to two classes. (a) Any person, without age limit. (b) Any person who was a student of any technical school of Motor Body and Carriage Building in the United Kingdom, or who was apprenticed to a firm of Motor Body builders, and was under 21 years of age. First and second prizes were offered to each class of competitors, as follows:—Class A—First, £50. Second, £20. Class B—First, £30. Second, £10. The judging has now been completed and we print below the names and addresses of the successful competitors. Class A. 1st Prize, Mr. H. Watters, 35 Larches Lane, Wolverhampton. 2nd Prize, Mr. A. W. Lyons, The Gables, Abbots Bromley, Stafford. Class B. 1st Prize, Mr. C. G. Dennis, jnr., 14 Kelfield Gardens, North Kensington, W.10. 2nd Prize, Mr. H. A. Sparling, 51 Daventry Street, Marylebone, N.W.1.

Commercial Motor Users' Association. North Eastern Division.—The Annual Meeting of the Commercial Motor Users' Association, North Eastern Division, was held at Leeds on February 6th. The Annual Report stated that the number of members in the Division is approximately 900, and on the financial side the year's working was considered satisfactory. 105 cases of legal defence and representation have been dealt with by the Divisional Committee. Members are requested to pay particular attention to the lighting of their vehicles, particularly back number plates, and to see that their vehicles are in such condition and so loaded that there is no excessive noise when the vehicles are on the road. Other matters dealt with in the Report are: Traffic Noises, Royal Commission on Transport, Road Traffic Bill, Bradford Corporation and Heavy Motor Traffic and Automatic Traffic Signals. Mr. J. France was elected Chairman and Mr. G. E. Gilbey and Mr. J. Wallis Vice-Chairmen. Mr. Ernest Harrison is the Divisional Secretary, and the offices are at 20 Bond Street, Dewsbury.

Commercial Motor Users' Association. North Western Division, Preston Area. — The Annual Report for the year, 1929, of the North Western Division, Preston Area, of the C.M.U.A. deals only with the more important work which has specially engaged the attention of the Committee. With regard to the Road Traffic Bill the Report states that there is much in it that will be of undoubted benefit to all users of the highway, including commercial motor users. On the other hand several of the clauses are such that the Association will need to use every effort to secure satisfactory amendments in order that the Bill may not be unduly prejudicial to the interests of road motor transport. The number of Police Court cases defended on behalf of members during the year was 26. The following are the officials of the Preston Area, North Western Division, of the C.M.U.A.:—Committee: Messrs. Richard Houghton, J.P. (Chairman), Messrs. G. & R. Dewhurst, Ltd., Preston; C. le M. Gosselin, M.Inst.T., Messrs. H. Viney & Co., Ltd., Preston; P. G. Harper, Messrs. P. & W. Harper, Chorley; R. H. Harrison, Morecambe; Major H. E. Hickmott, Ribble Motor Services, Ltd., Preston; C. B. Nixon, Messrs. Leyland Motors, Ltd., Leyland; J. H. Shaw, Messrs. Shaws' Depository, Ltd., Blackpool; J. W. Taylor, Messrs. Page & Taylor, Ltd., Preston; Councillor J. Leavesley, Blackpool; J. Wharton, Kendal; J. Watkinson, Preston; J. Hill, Messrs. Hills Motors, Blackpool; F. J. Lewis, Messrs. H. Viney & Co., Ltd., Preston; J. H. Battersby, Morecambe; E. Green, Chorley. Secretary: Mr. Walter Atkinson, F.C.A., 25a Winckley Sq., Preston.

An Offer to Traders.—Andrew Page & Son, Ltd., Motor Accessories Factors, 99, Albion Street, Leeds, in order to introduce their Solder Seal Radiator Repairer and Cleaner to traders who have not yet tried it out, are giving free to purchasers of three dozen tins of this material during the months of February and March a handsome pen with 9 ct. gold nib and a propelling pencil set.

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News from all Parts.

Coal and Oil Bunkering Stations Throughout the World.—Wm. Cory & Son, Ltd., whose head offices are at Fenchurch Street, London, have published a large wall map showing, in colours, the names of coal and oil bunkering stations all over the world. Oil ports are shown clearly in red and coal ports in blue, while ports where coal and oil are both available are printed in green. The principal shipping routes are given as well, with the distances in nautical miles.

S.M.T. Magazine.—The Scottish Motor Traction Co., well known for its prominent position as a transport undertaking in Scotland, has sent us a copy of the S.M.T. Magazine, which they publish and which is described as a monthly journal for all who travel by road or rail. The magazine is well produced, with a large number of articles by well-known contributors, commencing with a contribution by Viscount Cecil of Chelwood. It is also copiously illustrated and incidentally contains a considerable number of pages of advertisements. This magazine is more than a house organ and is one which would be read with interest by the general public. It is sold at the price of 6d. monthly.

Slippery Roads.—The National Horse Association have issued the second of their Slippery Road Committee's Reports. This contains an account of the Committee's activities during the last two years in which Members have toured the Country inspecting and approving road surfaces and visiting County and Local Surveyors. It is of interest to learn that the County Surveyors' Society have nominated representatives to the Committee. It appears that a certain amount of improvement has been effected in many counties. The Report indicates that some of the causes of slipperiness are probably due to surface dressing materials containing unsuitable bituminous matter, unsuitable fluxing oil, or to the use of too small sized grit for blinding. Reference is also made to the use of asphalt, tarmacadam or bituminous macadam, concrete and to grouted roads. The Committee recommend that the camber in roads should not exceed 1 in 40.

Patents in 1929. Still Higher Figures.—Although the year 1928 showed the highest figures in Patents applied for at H.M. Patent Office in any one year, viz., 38,593, Messrs. Rayner & Co., the well-known London Patent Agents, inform us that the total for 1929 is 39,927. This total is especially satisfactory remembering the severe financial depression in the latter part of last year. The extraordinary activity, however, shown by the Patent Office figures for 1929 clearly points to the onward trend of progress and enterprise in the World of Inventions, the corresponding total for 1913, the last pre-war year being only 30,102.

The Handy Reference Atlas.—We have received from John Bartholomew & Son, Ltd., Edinburgh, their Handy Reference Atlas of the World. This useful volume gives over 100 maps, mostly spread over the two pages, so that although the book is of handy size the maps themselves cover a space of 7½ in. by 10 in. It is a very useful atlas where space is valuable and it is desired to keep it on one's reference bookshelves for immediate use. There is a general index, giving a list of over thirty-five thousand place names, so that it may be stated with confidence that it is very unlikely any place would be required which is not included in the gazetteer. The price of this work is 12/6d. net in full cloth, while more expensive bindings may be had.

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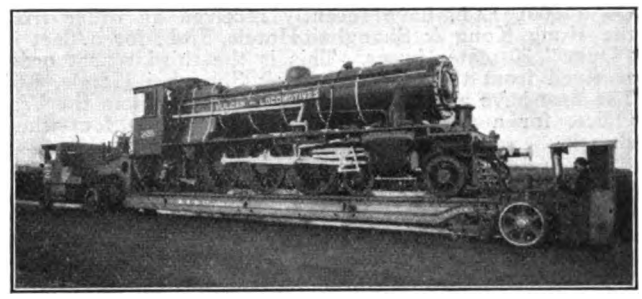
MERSEYSIDE.

Coming of Age Year.—This is the coming of age year of the Liverpool and District Short Cart and Motor Owners' Association, and after the annual meeting, held on 29th January last and reported elsewhere in this issue, a hot-pot supper was held in the Carlton Rooms, Eberle Street, Liverpool. The Association has behind it a fine record of achievement and fills an important niche in the transport organisation of the city. Mr. W. F. Ewbank has been secretary for many years and he is represented at the monthly meetings by his assistant, Mr. F. S. Jones.

Casual Labour Conference.—Mr. Allen Walter represented the Liverpool Cart and Motor Owners' Association at the Conference convened by the Lord Mayor of Liverpool to consider the question of casual labour in the port of Liverpool, with the idea of finding ways and means to secure its modification or, preferably, elimination.

Liverpool C.M.U.A.—The twelfth annual general meeting of the Liverpool Area Committee of the Commercial Motor Users' Association was held at Liverpool on 13th February. The Committee, in their report, state that the scheme for the supply of water to steam wagons continues to operate successfully, but unfortunately a great deal of damage is being done to the service boxes. Members were asked to bring to the notice of the Committee any cases of suspected damage. The Committee had devoted a great deal of time to the consideration of the Road Traffic Bill, and relied upon the National Council to do all in their power to press for such amendments as are considered necessary. A large number of cases of legal defence had been dealt with in the year. The membership in the Liverpool area had been well maintained, but there must be hundreds of commercial motor users in the area who are not attached to any motor organisation.

Road Hauled Locomotives.—M.R.S., Ltd., of Liverpool, obtained the contract for the transfer of 14 locomotives, each weighing 60 tons, from Newton-le-Willows to Gladstone Dock, Liverpool, whence they were shipped for India. The interesting feature of this contract was the fact of this being the first time heavy locomotives have been dispatched from the works complete. Hitherto sections have been forwarded by railway to the point of shipment, and there assembled, before being put aboard the steamer.



TRANSPORTING LOCOMOTIVES BY ROAD. CONTRACTORS: M.R.S., LTD., OF LIVERPOOL.

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The Scottish Motor Show. — At an Extraordinary General Meeting of The Scottish Motor Trade Association, Ltd., held on 29th January, it was unanimously agreed that this year's Scottish Motor Exhibition be held in the Kelvin Hall, Glasgow, in November, 1930. The Exhibition is under the patronage of The Society of Motor Manufacturers & Traders, Ltd., London, and besides the Private Car and Accessory Sections, it will include a Commercial Motor Vehicle Section comprising omnibuses, Chars-a-banc, etc. The Secretary of the Scottish Motor Trade Association, Ltd., is Mr. David A. Fairley, C.A., 3 Palmerston Place, Edinburgh.

Crossley Activities. — Crossley Motors, Ltd., Gorton, Manchester, have recently received an order from the Canadian Government for sixteen six-wheeler chassis with 20/60 h.p. four-cylinder engines.

Garage Practice and Servicing. — A special course of lectures, demonstrations and practical work in garage practice and Servicing for garage mechanics and garage owners, was commenced at the Polytechnic, 307-311 Regent Street, London, W.1, on January 15th last. The Course is being conducted by Mr. A. H. Reynolds, of Messrs. Harvey Frost & Co., Ltd., the well-known garage equipment and tool specialists, of Great Portland Street, London, W., on Wednesday and Friday evenings. The full course will occupy 14 weeks and will consist of lectures and demonstrations on Wednesdays, 7.30 to 9 p.m., and practice in the engineering workshop on Fridays, 7 to 9.30 p.m. An alternative evening may be arranged for workshop practice to suit the convenience of applicants. The head of the mechanical engineering department of the Polytechnic is Mr. R. F. Thompson, B.Sc. Hons. (Eng), M.I.Mar.E., A.M.I.Mech.E.

Pratts High Test Petrol.—We are asked by the proprietors of Pratts High Test petrol to correct an impression which appears to exist that this new petrol is sold at a higher price than ordinary motor spirits. Such is not the case. The new petrol is no dearer than ordinary petrols.

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Newbury District Bus Proprietors and Carriers' Association.—The Annual Meeting of the Newbury District Bus Proprietors and Carriers' Association was held on the 21st January last. Mr. W. Chalk, the Chairman of the Association, presided. There was a good attendance, and the Secretary gave a brief outline of the year's work. Officers were elected for the ensuing year. The Annual Dinner will take place on 19th February at "The Hatchet" Hotel." Mr. Councillor C. W. Burns will be the guest of the evening. It has been decided to hold a Grand Whist Drive, at the Oddfellows Hall, on 21st February.

Rushton Tractor Company (1929), Limited. — Some weeks ago an announcement was made in interested circles of the voluntary liquidation of Rushton Tractors, Ltd. It is now, however, made clear that this was in pursuance of the policy of the Company which has at its aim, the production of an all-British Tractor for commercial and industrial purposes. On the same date as the liquidation of the old Company, the new Company, trading under the name Rushton Tractor Co. (1929), Ltd., was formed, and is now established in a vast factory at Walthamstow, where production is proceeding. It is satisfactory to learn that already the output, although substantial, is insufficient to meet with the demand both in the industrial and agricultural sphere.

Vulcan Activities.—The Vulcan Motor and Engineering Co. (1906), Ltd., have recently received an order from the Hong Kong & Shanghai Hotels, Ltd., for a fleet of "Duke" 20-seater buses. This is the third repeat order received from the Hong Kong & Shanghai Hotels, Ltd. The firm have also received a repeat order from the War Office, for a fleet of vans on their 30-cwt. four-wheel chassis.

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MANCHESTER.

Coachowner's Enterprise.—Fingland's Hire Cars, Ltd., motor coach owners and agents of Wilmslow Road, Manchester, have taken over the motor coach booking office and information bureau at 9a St. Peter's Square, Manchester, formerly occupied by Fleet Motors. This firm, of which Mr. C. Fingland is managing director, intends during the coming motor coach season to institute, possibly in co-operation with other vehicle owners, daily services to London and the South Coast, Glasgow and the Clyde Coast, the North Wales coastal resorts, Tyneside, etc.

Threat to Rochdale Coach Owners.—Efforts are being made by the Amalgamated Horse and Motor Owners' Association, of Manchester, to secure the deletion from the Rochdale Corporation Bill of a clause which would give the Corporation power to reserve motor buses for special purposes. Mr. J. S. Howarth, Secretary of the Amalgamated Horse and Motor Owners' Association is endeavouring to secure the withdrawal, or modification of the clause.

Horse and Motor Owners' Association. — The annual meetings of the Amalgamated Horse and Motor Owners' Association and the C.M.U.A. (East Lancs.) will be held on 1st March at the Boars Head Hotel, Radcliffe. The Quarterly Conference will be held at 3.30 p.m., and will be followed by the Annual Meetings of the two Associations named.

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Commer Cars, Ltd.—Commer Cars, Ltd., of Luton, inform us that two of their representatives have recently changed their addresses. The address of Mr. P. J. Sands, the firm's Scottish representative, is now 25 Highburgh Road, Dowanhill, Glasgow, W.2, whilst that of Mr. C. B. Egan, the "Commer" representative in the South Western Counties, is now 16 Regent Street, Clifton, Bristol. Telephone: Bristol 3505.

The National "Safety First" Association.—The January issue of the journal of the National "Safety First" Association, of 119 Victoria Street, London, S.W.1, gives particulars of the National Safety Week, which the Association is organising in all the principal centres from the 19th to 24th May. This event will coincide with the Annual Congress of the Association, which will be held in Liverpool on May 21st. In this issue, Sir William Arbuthnot Lane contributes a specially signed article dealing with Health and the Nation. There is a criticism of the safety provisions in the Road Traffic Bill now before Parliament. Particulars of the street accidents during July and August, 1929, and their causes are contained in a special article by Lt.-Col. J. A. A. Pickard. The Annual General Meeting of the Association will be held in London on Thursday, April 24th.

British Industries Fair.—For the convenience of motorists visiting the Birmingham Section of the British Industries Fair (17th-28th February), the Automobile Association has prepared a special map showing the distances to Castle Bromwich from the principal cities and towns in England and Wales, and from Glasgow and Edinburgh. Copies may be obtained, free, from any A.A. Office.

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YORKSHIRE.

The Parliamentary Bills of Leeds and Sheffield.—The proposal of the Leeds City Council in regard to motor bus services, which were to have been incorporated in a Parliamentary Bill, were defeated at a public meeting and were unreservedly ruled out when voted upon at a poll of the ratepayers. The city proposed to run omnibuses outside the confines of the city, make agreements with other companies or corporations and to arrange through services. Similar proceedings have been in progress at Sheffield, the principal proposal of interest to transport users being the provision of a transport centre in the heart of the city and powers to sell petrol and oil and provide refreshments. This clause was defeated by 23,000 votes to 9,000. These instances show the trend of public opinion in regard to municipal versus private ownership of passenger transport undertakings.

Enterprise brings Business.—An instance of how attractive and suitable vehicles affect receipts is given in regard to the introduction of A.E.C. double-deck buses on one of the town routes in Halifax, where the revenue has been increased from 17d. to 29d. per mile. This is a circular route in the centre of the town, serving districts which are near to the town centre and also near to the tramway routes. The double-deck vehicles are capable of carrying heavy loads at rush hours.

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NORTH EAST COAST.

An All-British Truck.—Interesting demonstrations have been made in Newcastle area lately with the Morris-Commercial truck, which exceedes 45 m.p.h. on the road, and climbs up steep hills easily.

A Question of Charge.—The position of bus proprietors with regard to the use of and payment for omnibus stands, provided by municipal authorities, is defined in a communication from the Ministry of Transport to Blyth Town Council, which states:—"Statutory authority is required to enable a licensing authority to construct barriers for the purpose of an omnibus stand and to make a charge for the use of the stand. Failing statutory authority for the imposition of a charge, the Minister would not consider that a corporation's licensing powers could properly be used so as to require any proprietor to pay for the use of an omnibus stand."

Appointment. — West Hartlepool Town Council, on January 24th, appointed Mr. H. E. Blackiston, Deputy Borough Electrical Engineer at Bermondsey, to be Borough Electrical Engineer of West Hartlepool. It is understood that Mr. Blackiston will be appointed Transport Manager also.

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SCOTLAND.

Bus Companies Dances.—The Grosvenor Restaurant, Glasgow, was chosen for the Third Annual Dance of the Scottish General Omnibus Coy. Among those present were Mr. W. H. Cox (director); Mr. S. J. Scott Adamson (secretary); Mr. J. W. Wintour (manager) and Mr. Anderson (chief engineer). Bailie W. J. Thomson, the Chairman of the firm was unavoidably absent. Carnival novelties helped to make the evening a merry and successful event. The South of Scotland Bus Coy. also held their Annual Social at Dumfries, and Mr. R. Percival, the Managing Director, and others of the Executive, were present, besides representatives of the Dunlop Rubber Coy., the Red Line Petrol Coy., and the Vacuum Oil Coy.

Big Order for Albions.—An order for a fleet of thirty 4-ton vehicles from the Anglo-Persian Oil Coy. has been secured by the Albion Motor Car Coy., Ltd., of Scotstoun, Glasgow. This follows an order recently received from the same company for a number of 2½ and 3-ton vehicles for use in the oil fields of Persia.

Stirling Firm's Social.—Messrs. W. Alexander & Sons, Ltd., bus proprietors, held a very successful dance in Stirling. Altogether about 500 were present. Mr. W. Alexander, sen., and Mr. Tom Alexander looked after the comfort of their guests.

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Activities of the Motor Trade Association.—Certain statements have appeared recently in the general press to the effect that the activities of the M.T.A. have been, or are to be, taken over by the Society of Motor Manufacturers and Traders, Ltd. These statements are without foundation. The S.M.M. & T. is an international body and represents impartially the interests of its members whether British manufacturers or concessionaires for foreign manufacturers.

Institution of Automobile Engineers. Officers for Session 1930-31.—Sir Herbert Austin, K.B.E., has been elected President of the Institution of Automobile Engineers for the Session 1930-31, whilst Mr. C. R. F. Engelbach and Mr. W. J. Tennant have been elected as Vice-Presidents.

Calendars for 1930.—We thank the following firms for useful calendars for the year 1930:—Braziers, Ltd., The Depositories, Stanstead Road, Forest Hill, London, S.E.23; W. H. Willcox & Co., Ltd., 38 Southwark Street, London, S.E.1; "Sentinel" Waggon Works, Ltd., Shrewsbury; Guy Motors, Ltd., Fallings Park, Wolverhampton.

A Useful "Garner."—We illustrate a dual-purpose cattle carrier and general transport van mounted on a forward drive low load line Garner chassis, which is very successful in service. The back forms an easy ramp and the gates are instantly removable; permanent roof, curtains side and rear.

A DUAL-PURPOSE VAN ON A FORWARD DRIVE LOW LOAD LINE GARNER CHASSIS.

Shire Horse Society.—The Council of the Shire Horse Society met at 12 Hanover Square, London, W.1, on February 4th, to determine the final arrangements for the Society's fifty-first Show to be held at the Royal Agricultural Hall, London, on Tuesday, February 25th, and the two following days. A representative entry had been secured comprising 117 stallions, 91 mares and fillies, 44 geldings, and 79 produce, so that a comprehensive exhibition of shires of all ages and both sexes is assured. This entry also ensures the provision of additional cash prizes in all three sections. Many notable names in the shire horse world are to be found among the list of exhibitors. The programme will be as follows:—Tuesday, February 25th—9.30 a.m. Show opens. 10 a.m. Judging of Stallion and Gelding Classes. Wednesday, February 26th—9.30 a.m. Show opens. 10 a.m. Judging of Mares and Produce Groups. 3 p.m. Awards of Championships followed by a Parade of all exhibits (if practicable). 4.15 p.m. Annual General Meeting of Members. Thursday, February 27th—9 a.m. Parade of animals entered for the Auction Sale. 10 a.m. Auction Sale. 2 p.m. Judging of classes for Commercial Horses.

A New Long Distance Passenger Service.—We are interested to learn that Thomson's Tours, Ltd., of Princes Street, Edinburgh, will shortly be putting on the roads a number of Daimler C.F.6. double deck buses, accommodating forty passengers, to carry on a regular service between Edinburgh and London. The usual seating capacity of this type of machine is being reduced so as to afford extra comfort to passengers on this long distance route and also to provide ample accommodation for luggage. We are informed that the journey will be completed in the day, vehicles leaving Edinburgh in the morning arriving in London the same night, and vehicles leaving in the evening arriving the following morning, while the same time-table will be in operation from London to Edinburgh.

New Showrooms.—Messrs. F. G. Smith (Motors), Ltd., 169, Shaftesbury Avenue, W.C.2, inform us that on account of the very considerable increase in the volume of Dennis Commercial Vehicle business they have opened showrooms at 169, Shaftesbury Avenue, W.C.2, to handle the Dennis business in London, under the management of Mr. R. S. Hill. The firm's existing Commercial Vehicle Depot at Goodmayes will in future be entirely devoted to the Sale and Service of Morris-Commercial Vehicles, under the management of Mr. S. R. Bonallack.

Guy and Star Vehicles in South Africa.—Guy Motors (S.A.), Ltd., have opened a new depot at 59, Mooi Street, Johannesburg, where they are in a position to give complete service on Guy and Star Vehicles.

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HULL.

A Proposal Resisted.—Owners of motor buses running to places just outside the city of Hull are strongly opposing a proposal put forward by the Hull Watch and Licensing Committee that the minimum fare for all vehicles holding Hull licences shall be sixpence per passenger. If the Watch Committee persist in their attitude a big fight will no doubt develop.

Level Crossings at Hull. Abolition Scheme Landslide.—The scheme for the abolition of the level crossings at Hull has been wiped out by a veritable landslide of votes. Hull has never before rejected a proposal put forward by the City Council in such an emphatic manner. The town's meeting, at which the vote was taken, was strongly against the scheme and when the poll was taken, only 2,854 votes were given in its favour and 32,319 against. A remarkable thing is everyone in the city is agreed that the abolition of the crossings is very, very desirable. But votes were not given for the scheme because everyone felt the financial proposals were absurdly generous to the London and North Eastern Railway Company, and correspondingly unjust to the ratepayers. Of a total estimated cost of nearly 1¼ million pounds, £600,000 was to be provided by State grants. The railway company, on whose estate the money was to be spent, were to contribute £100,000, whilst the ratepayers were to provide the whole of the remainder, which could not be less than £550,000.

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MIDLANDS.

Street Closed.—A good deal of inconvenience has been caused by the closing of Paradise Street, Birmingham, for sewer construction. Gyratory traffic is now necessary involving Edmund Street, Congreve Street and Great Charles Street.

Roads and Bridges.—The General Purposes Committee of the Birmingham City Council has approved schemes for the improvement of roads and bridges sanctioned by the Council last October. The expenditure involves £465,722 on road works and £14,000 on bridges.

Birmingham's Trams. — A new type of double-deck tramcar has been tried out on the Bristol Road route. Aluminium and aluminium alloys have been largely used in its construction for purposes of weight reduction. The tests, both in the matter of load and speed, are highly satisfactory and the new tram is claimed to be the first definite step in the introduction of a lightweight vehicle.

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King's Cross Motor Coach Station.—A further development in the direction of long distance motor coach services is the scheme to build a super motor coach station at King's Cross. E. H. Stodart & Co., the architects for the scheme, inform us that they have been engaged on the plans for the past twelve months, in consultation with several experts in transport, the idea being to erect two or more terminal coach stations on the inner boundaries of London adjoining the large railway termini, particularly at King's Cross and Victoria. The King's Cross site has a ground area of over 30,000 ft. super, and it is proposed to erect a building of about six storeys, the main coach station being on the ground floor, with waiting room, refreshment rooms, restaurant, and every possible convenience for passengers, including booking offices or kiosks for various coaching companies, the idea being that the station will be open to all coach owners. Immediately adjoining this site is an existing subway, at the corner of Belgrave Street and Euston Road, connecting the Main Line and the Metropolitan Railway Stations opposite, which it is considered should prove a great asset to the station as well as a convenience to passengers.

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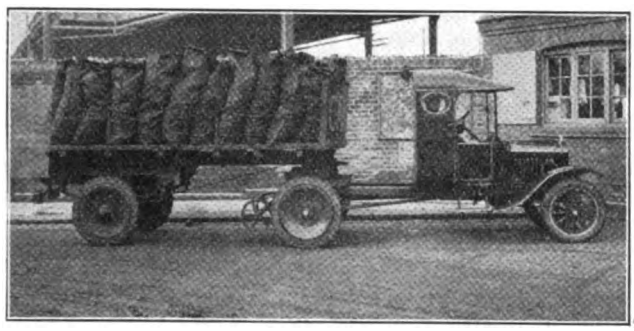
Trailer with Drop Wheels.—The article describing the Trailmobile, which we published a month or two back, has brought us an interesting photograph from Q. M. Camroux & Co., 121, Holland Park Avenue, London, who point out that they have been using a similar system for the transport of coal, whereby the small wheels drop down so that the empty trailer can be moved about by hand labour. They inform us that they have been using this system of transport for between four and five years.

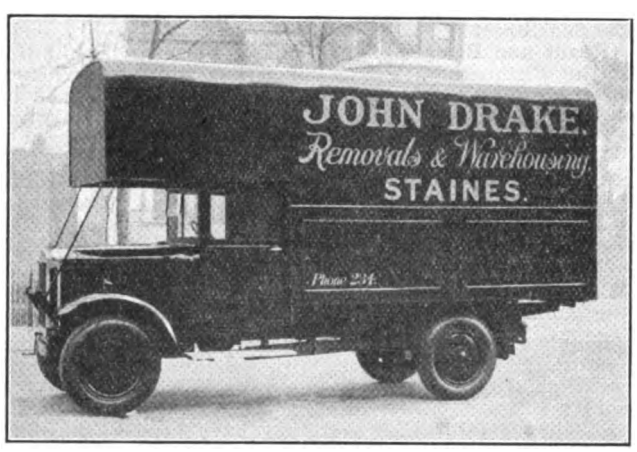


Q. M. CAMROUX & CO.'S TRAILER REFERRED TO IN TEXT.

F.W. & R.A. New Members.—The following firms have been elected to membership of the Furniture Warehousemen & Removers' Association:—Messrs. Foster, Biggs & Sons, 50, Portland Road, South Norwood, London, S.E.25, and The Victoria Transport Co., Merton House, Farnham, Surrey.

B.A.I.F.R. New Members.—The following firms have been elected to membership of the British Association of International Furniture Removers:—Pedro Fluiters Garcia, Alcala 10, Madrid, and the Lincoln Warehouse Corporation, 1189/1201 Third Avenue, New York, U.S.A.

A "Bean" Removal Van.—We have received from John Drake, Removal Contractor, Wyatt Road, Staines, a photograph of a new "Bean" 30-cwt. van which he is using for removal work. He informs us also that he has another 30-cwt. six-wheeler on order, just being delivered, and proposes to use it in replacement of heavier vehicles, as he considers that he can give his customers quicker and better service with the lighter vehicles. Mr. Drake has extensive warehouses at Kingston Road and Wyatt Road, Staines, and the business is carried on under his personal supervision, with the aid of his two sons and a loyal staff of workmen, some of whom have been in his employ for upwards of thirty years.



JOHN DRAKE'S NEW 30-CWT. "BEAN."

Motorists and Private Bill Legislation.—An unusually large number of Private Bills has been introduced in the present Session of Parliament by local authorities and private concerns, many containing provisions of serious importance to motor owners. Acting in conjunction with the Motor Legislation Committee every Bill has been carefully scrutinised by the Automobile Association. In some cases, negotiations with the promotors in the hope of securing the necessary amendments are in progress, but where this is not possible arrangements are being made for strong opposition, before the Parliamentary Committee dealing with these Bills, to various proposals which are against the interests of motorists.

SOUTH WALES.

Contract Haulage Preferred.—The Bedwas and Machen Urban District Council, which has formerly carried out scavenging work by both direct labour and contract haulage systems, has now decided to drop the direct labour system and add the districts so done to those on which the contract haulage system is worked.

Caerphilly and Merthyr Purchases.—Caerphilly Urban District Council is to buy four new bus bodies from Messrs Davidson, Trafford Park, Manchester. Merthyr Corporation Bus Dept. is buying four new Bristol buses and will shortly require further buses.

Value of Conference Exhibitions of Vehicles.—Arising out of report of members and officials attending the recent Roads and Public Works Exhibition in London, the Merthyr Corporation has arranged for several low loading refuse collection vehicles to be demonstrated under working conditions at Merthyr, with a view to purchase. Other South Wales authorities made similar arrangements as result of exhibits at this Exhibition.

Record Licensing Applications.—In January, the local authorities of the South Wales area received a record number of applications for licences for both local and long-distance bus services.

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NORTHERN IRELAND.

Motor Trade in Belfast.—Mr. Victor S. Ferguson, M.I.M.T., has been elected chairman of the Belfast division of the Motor Trade Association, and Mr. Charles Hurst, chairman of the Motor Agents' Association, Ltd.

Fares and Rates Tribunal.—The Governor of Northern Ireland, his Grace the Duke of Abercorn, has appointed as the fares and rates tribunal for public service vehicles Sir Lynden Macassey, K.C., Mr. D. L. C. Clarke, O.B.E. (Assistant Secretary of the Ulster Ministry of Home Affairs), and Mr. Adrian Robinson, B.L., a former inspector under the old Irish Local Government Board. Sir Lynden, who is giving his services without fee or reward, will be chairman. The first sitting will be at Holywood, where an application will come up from the Belfast and Co. Down Railway to increase their bus fares between Belfast and Holywood. It is a coincidence that Holywood is Sir Lynden Macassey's native place.

Return of Mechanically Propelled Vehicles.—The latest return shows that there are in Northern Ireland 34,902 mechanically propelled road vehicles. Of these, 11,771 are in Belfast. According to the return of cars taxed on horse power—17,603 altogether—12 h.p. is the greatest single division, with 5,423 vehicles. Only one of the other classes, 13 h.p., with 2,002, rises above the 2,000 mark.

Road Accidents in Northern Ireland.—Another interesting Government return is of the road accidents in Northern Ireland during 1929. According to this, accidents numbered 1,417, involving the death of 126 persons and the injury of 1,473 others. The return states that 616 of these accidents were caused by the fault of pedestrians, 43 of whom were killed. Omnibuses show a big decrease in their accident figures as compared with previous years, and the principal vehicles involved were:—Motor cars, 671; motor cycles, 219; motor lorries, 227; push bicycles, 264; buses, 119; horse vans, 104.

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IRISH FREE STATE.

Owners and Returns for Government Purposes.—In the Dublin District Court, the necessity for bus owners in the Irish Free State to compile statistics in relation to the use of their vehicles, and supply such returns for Government purposes, was shown when three Dublin bus owners were prosecuted for having failed to furnish returns in accordance with an order made by the Ministry for Industry and Commerce under the Statistics Act. Fines were inflicted.

Bus Speeding and Damage to Roads.—In the District Court at Carrick-on-Suir, District Justice McCabe fined the driver of an omnibus 20s. for driving a vehicle at 30 miles an hour. The District Justice said that on a main road a bus driven at 30 miles an hour by a good driver was not a danger, but his reason for fining the defendant and other bus drivers was because of the damage they did to the roads, for which the ratepayers had to pay.

Motor Vehicles in Dublin.—In Dublin City, in 1929, the number of motor vehicles registered was 8,716, as compared with 7,845 in 1928. There was an increase of 149 in the number of commercial vehicles compared with the previous year, the figures being 1,991 in 1929, and 1,842 in 1928. The number of buses and chars-a-banc registered in Dublin last year was 463, as against 253 in 1928.

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British Association of Shipping and Forwarding Agents.

Annual General Meeting.

THE Annual General Meeting of the British Association of Shipping and Forwarding Agents was held at the Chamber of Commerce, Leeds, on the 17th January last.

MR. A. W. HEARD (Jones, Heard & Co., Ltd., Newport, Mon.), the Chairman of the Association, presided, and was supported by the three Vice-Chairmen, **Mr. M. E. Duffett** (J. D. Hewett & Co., Ltd., London), **Mr. W. H. Elder** (W. H. Elder (Shipping), Ltd., Hull), and **Mr. Norman N. Bird** (Herbert Watson & Co., Ltd., Manchester).

There was an excellent attendance of members, those present including:—

Mr. W. Mendus (Burgess & Co., Ltd., Swansea); Mr. J. B. Bower (F. Bower & Co., Liverpool); Mr. H. Almond (G. W. Sheldon & Co., Ltd., Liverpool); Mr. E. Sutton (W. W. Jones, Dooly & Co., Ltd., London); Mr. H. Smith (John Sutcliffe & Son, Grimsby); Mr. F. Longrigg (Herbert Smart & Co., Ltd., London); Mr. F. L. Bryant (Van Oppen & Co., Ltd., London); Mr. H. Gilbert (G. W. Sheldon & Co., Ltd., London); Mr. W. O'Brien (G. W. Sheldon & Co., Ltd., Liverpool); Mr. W. Westwood (Van Oppen & Co., Ltd., Hull); Mr. J. H. Allen (Stockwell & Co., Ltd., Manchester); Mr. G. E. Gilbey (Gilbey & Sons, Wakefield); Mr. F. J. Gerson (Rosenberg, Loewe & Co., Succrs., Ltd., London); Mr. G. W. Robertson (Robertson, Buckley & Co., Ltd., Liverpool); Mr. A. Faulkner (Crowe and Co. (Ldn.), Ltd., Manchester); Mr. H. W. Raybould (Maurice Cooke & Co., Birmingham) and Mr. F. H. S. Rouse (Hon. Treasurer) (American Express Co., Inc., London).

Apologies for inability to attend were announced from Mr. A. MacCulloch (MacCulloch, McLellan & Pollok, Glasgow); Mr. T. Heyman (Morison, Pollexfen & Blair, Ltd., Birmingham); Mr. C. E. Sanderson (Sanderson's Express, Ltd., Nottingham); Mr. W. H. James (James and Hodder, Bristol); Mr. K. F. Harker (Harker, Shield and Co., Ltd., Hull); Messrs. T. R. W. Mason, Ltd. (Swansea) and Messrs. H. Smith & Son (Southampton).

The Chairman said how pleased he was to see such a large gathering. He saw friends from Hull, Manchester, Liverpool, London, Swansea and South Wales, and he extended to all a very hearty welcome.

The Minutes of the last Annual General Meeting, held at Manchester on January 22nd, 1929, were read and adopted.

THE CHAIRMAN REVIEWS THE WORK OF THE YEAR.

The Chairman, in moving the adoption of the Report and Accounts, referred to the question of co-operation between members which was a subject raised at the last Annual General Meeting when it was recommended that such co-operation should be encouraged. He said he felt that members were beginning to realise that they should support each other and for more than one reason. Firstly, the fact that a Forwarding Agent was a member of the British Association of Shipping and Forwarding Agents was evidence of the sound status of that member, and other members knew that they were safe in dealing with a fellow member at a port even if they had not met personally. Secondly, if they supported each other there would apply that spirit of good fellowship and mutual assistance born by being members of the same organisation, and such co-operation would be to the good of all.

The work of the Association had developed during the past year and the annual report which had been circulated to members showed that the Council had their hands fairly full.

The question of railway and steamship competition with shipping and forwarding agents was still rather acute. Members of the Council had taken advantage of opportunities to discuss the position with the railway companies and he was pleased to report that on the whole their relationship with the railway companies was good. Matters were still under consideration and members could rest assured that the Association would not let the question rest until they were satisfied that the rights of shipping and forwarding agents were fully protected and their interests properly looked after.

An important matter with which the Council had dealt during the year was that regarding the affiliation of the London Shipping and Forwarding Agents' Conference with the British Association of Shipping and Forwarding Agents. That question would be referred to later.

The British Association of Shipping and Forwarding Agents had become affiliated to the International Federation of Forwarding Organisations, and had been represented at the meetings of the International Federation, and he felt that a great deal of good would accrue to the British Association of Shipping and Forwarding Agents through their affiliation as there was great need for full co-operation with their friends on the Continent. If the Association brought its full weight to bear in the deliberations of the International Federation it could only be productive of good.

Another important matter which had been considered by the Council was the question of adopting the practice of keeping a register of firms of doubtful integrity. Members were sometimes let down by firms whom it was thought were composed of people of repute. Arrangements had now been made to keep a register containing the names of firms of doubtful integrity, and members would be entitled to draw upon the information so collected, such information, of course, being given in confidence.

During the year there had been considerable changes in the Secretaryship. Mr. R. E. Peers had resigned in order to take up a new appointment and Mr. A. G. L. Ives, who was appointed in his place, had also resigned to engage in new activities. The Association had now entered into an arrangement whereby Mr. B. G. Arthur, M.B.E., a member of the London Chamber of Commerce Staff, had become the Secretary, and Miss Watson was present that day representing Mr. Arthur.

During the year the Association had adopted an official die, or emblem, to the design of a notable artist, and he hoped that members would, whenever possible, use it on their stationery. Blocks could be ordered through the Secretary at a very small cost.

The Association was advancing. They could not expect to go ahead like a house on fire, but if the proposed affiliation of the London Shipping and Forwarding Agents' Conference with the British Association of Shipping and Forwarding Agents was agreed to, the membership of the National body would be considerably augmented and it would represent a large proportion of the best houses in the country. Prospects were, indeed, quite good.

The Association had received invaluable assistance from their official organ, *The World's Carriers and Carrying Trades' Review*, and Mr. E. W. Willis, the Editor of that paper, deserved the hearty thanks of the members. No doubt members had read carefully the reports of the activities of the Association which had appeared regularly in the *World's Carriers* during the past year.

He hoped that each member of the Association would use his influence amongst reputable firms of shipping and forwarding agents to procure new members. There were many firms in all parts of the country who should join the Association and who would find that they had advanced their own interests by so doing. Membership was more or less in the nature of an insurance. The members were out to protect the interests and welfare of each other. The shipping and forwarding agents had difficulties to face, some of which were mentioned in the annual report, and unless they worked and pulled together, and made up their minds to stand together, the outlook was not quite so bright as one could wish. To enhance the power and to raise the status generally of shipping and forwarding agents, the Association must aim at increasing its membership, and he urged members to use their influence amongst their friends to that end.

The Hon. Treasurer of the Association presented the accounts for the year ended 31st December last. He explained various items in the Balance Sheet, and said he thought all would agree that the finances of the Association were excellent, and he believed they could look forward to being in a still more favourable position at the end of the current year.

A resolution that the report and accounts for the year, 1929, be adopted was carried unanimously.

ELECTION OF CHAIRMAN.

Mr. M. E. Duffett (J. D. Hewett & Co., Ltd., London), Vice-Chairman of the Association, said that at a Council meeting of the Association, held that morning, their Chair-

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man announced his decision not to offer himself for re-election for the ensuing year owing to the calls made upon his time by his own business. The Council, however, came unanimously to the conclusion that no man was better fitted for the important post of Chairman of the National body than was Mr. Heard. (Applause.) Unless members wished to nominate any other gentleman for the position it would give him great pleasure to propose that Mr. A. W. Heard be re-elected as Chairman for the ensuing year. (Loud applause.)

As no further nominations were forthcoming the proposition was seconded, put to the meeting, and carried with enthusiasm.

Mr. A. W. Heard, who was received with applause, said he felt that the members were conferring upon him a great honour in asking him to be the Chairman of the Association for the third year. When he suggested to the Council that it was time they elected another Chairman he was turned down, might he say with ignominy, and almost told to mind his own business. (Laughter.) Yet he did find a lot to do in his own business and felt he was not really giving sufficient time and attention to the affairs of the Association. To make an Association such as the British Association of Shipping and Forwarding Agents go ahead one needed to concentrate upon it and give it a lot of personal attention, much more, perhaps, than might appear on the face of it, and it seemed to him that, living as he did in South Wales, perhaps he was too far from the scene of action. However, the Council thought otherwise and, perhaps, under a certain amount of pressure he felt he had no option but to fall in with their wishes. He was extremely obliged to the members for the honour conferred upon him, but was still of opinion that it would be a good thing if, before the next annual meeting, they could find a gentleman to occupy the chair who could devote a little more time to the work of the Association and lived nearer to the centre of activity.

Election of Vice-Chairmen. Mr. A. W. Heard said that perhaps he could return the compliment paid him by proposing the re-election of Mr. M. E. Duffett, Mr. W. H. Elder and Mr. Norman N. Bird as Vice-Chairmen of the Association for the ensuing year. These gentlemen had proved stalwart henchmen and their advice and assistance had been available always and he had received great help from them in all circumstances. (Applause.) If members re-elected their Vice-Chairmen they would be leaving their interests in safe hands, and they would keep a wary eye upon him and would see that he did his duty so far as he was able to do so. (Laughter.)

The proposition was seconded and carried unanimously.

Mr. M. E. Duffett, speaking for Mr. Elder and Mr. Bird as well as on his own behalf, said they would be only too pleased to give Mr. Heard all the assistance they could during the year, and he thanked the members for re-electing them Vice-Chairmen.

Election of Hon. Secretary and Treasurer. Mr. H. Gilbert proposed the re-election of Mr. F. H. S. Rouse as Hon. Secretary and Treasurer, with authority to sign cheques. This proposition was seconded and carried unanimously. Mr. Rouse thanked the members, and said he would do his best to give satisfaction.

Election of Council. The Chairman said that at the present time there were ten members of the Council. Under the Memorandum and Articles of Association they had power to elect twenty-one members and the Council must not consist of less than six. When electing the original Council their object had been to obtain representation from all over the country. It was now felt that a further five or six gentlemen could with advantage be added to the Council. The London Shipping and Forwarding Agents' Conference had a large membership and it was only fair that the London Conference should have adequate representation on the Council, i.e., their representation should be proportional to the membership as compared with other associations affiliated to the National body. There were some good men in London whose presence on the Council of the National body would be all to the good. The Council had considered the matter very carefully and recommended that the ten gentlemen at present on the Council should be re-elected, and that Mr. J. B. Ballantyne (J. B. Ballantyne & Co., London), Mr. E. W. Turvey (Nunzi & Co., Ltd., London), Mr. J. B. Taylor (Immediate Transportation Co., Ltd., London) and Mr. John B. Bower (F. Bower & Co., Liverpool) should be elected to the Council, which thereby would be materially strengthened. He invited other nominations before any resolution was proposed.

Mr. W. H. Elder said that the Humber area already had two representatives on the Council, Mr. K. F. Harker (Harker, Shield & Co., Ltd., Hull) and himself, but Mr. Harker was not always able to attend meetings in London. He did not ask for an undue representation for Hull, but in view of the important matters affecting the Humber area, now under consideration by the Association, he hoped the members would consider the appointment of another representative for Hull so that he could have the benefit of the experience and assistance of another gentleman from Hull when Mr. Harker was unable to be present at the Council meetings. He thought that his suggestion, if adopted, would strengthen the Council. He proposed the election of Mr. H. Harrison (Oughtred & Harrison, Ltd.). Mr. Harrison was very keen regarding the negotiations now being conducted by the Association touching matters affecting the Humber ports and he had had considerable experience of the forwarding business in Hull.

The Chairman then formally proposed that the following gentlemen should form the Council for the ensuing year: Messrs. T. Heyman (Morison, Pollexfen & Blair, Ltd., Birmingham); G. W. Robertson (Robertson, Buckley and Co., Ltd., Liverpool); J. O. Wood (T. F. Wood & Co., Ltd., York); W. H. James (James & Hodder, Bristol); F. J. Gerson (Rosenberg, Loewe & Co., Succrs., Ltd., London); C. E. Sanderson (Sanderson's Express, Ltd., Nottingham); A. Faulkner (Crowe & Co. (London), Ltd., Manchester); W. O'Brien (G. W. Sheldon & Co., Ltd., Liverpool); A. MacCulloch (MacCulloch, McLellan & Pollok, Glasgow); K. F. Harker (Harker, Shield & Co., Ltd., Hull); J. B. Ballantyne (J. B. Ballantyne & Co., London); E. W. Turvey (Nunzi and Co., Ltd., London); J. B. Taylor (Immediate Transportation Co., Ltd., London); John B. Bower (F. Bower and Co., Liverpool) and H. Harrison (Oughtred & Harrison, Ltd., Hull).

This resolution was seconded and carried.

Mr. B. G. Arthur, M.B.E., of the London Chamber of Commerce, was elected Secretary of the Association and Messrs. W. B. Keen & Co., C.A., of London, were re-elected auditors for the ensuing year.

PROPOSED AFFILIATION OF THE LONDON SHIPPING AND FORWARDING AGENTS' CONFERENCE WITH THE BRITISH ASSOCIATION OF SHIPPING AND FORWARDING AGENTS.

The Chairman said that for some time past negotiations had been taking place between the London Shipping and Forwarding Agents' Conference and the British Association of Shipping and Forwarding Agents with regard to the affiliation of the London Conference with the National body. The proposed terms of such affiliation had received the approval of the Council, and it was for the members to decide whether they would agree to those terms. The proposed affiliation would strengthen the finances and increase the status and usefulness of the British Association of Shipping and Forwarding Agents.

The Hon. Treasurer of the Association explained to the meeting what effect the affiliation of the London Shipping and Forwarding Agents Conference with the British Association of Shipping and Forwarding Agents would have upon the two bodies and how it was proposed that the Secretarial expenses in London should be provided. He pointed out that many members of the London Conference are already members of the National body. He said that the proposals before the meeting had been considered by the London Conference and approved with certain reservations as to the method of electing firms to membership of the National body; he emphasised to what an important extent the membership of the British Association of Shipping and Forwarding Agents would be increased by the affiliation to it of the London Conference.

The Chairman then proposed the adoption of three resolutions to make the affiliation of the London Shipping and Forwarding Agents' Conference to the British Association of Shipping and Forwarding Agents an accomplished fact.

The first two dealt (*inter alia*) with the financial questions involved and the third dealt with the method of electing firms to the National body, and disposed satisfactorily of the points regarding which the London Conference had made reservations when approving of the terms of affiliation. Apropos of the third resolution the Chairman said that District Associations should collect their membership in their own areas and they would then automatically become affiliated to the British Association of Shipping and Forwarding Agents.

Mr. F. J. Gerson seconded the adoption of the three resolutions and in the course of his remarks said that, in effect, the third resolution merely set down in black and white the policy of the British Association of Shipping and Forwarding Agents, viz., that they could not accept for membership a firm on that firm's direct application when it came from an area where there was in existence an affiliated Association without first consulting

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the Executive of the local Association. It would be impossible to carry on if the Council of the British Association of Shipping and Forwarding Agents were in a position to accept as members firms from all over the country when such firms might be unsatisfactory from the point of view of their colleagues in the port or district in question.

The three resolutions were then put to the meeting and were carried unanimously.

Annual Meeting, 1931. A resolution that the next Annual General Meeting of the British Association of Shipping and Forwarding Agents should be held in London in 1931, was put to the meeting and carried unanimously.

Mr. W. O'Brien informed the meeting that the New York Conference had asked the Association whether they could draw up a schedule upon which could be based charges for through Bills of Lading to different parts and that he and Mr. F. H. S. Rouse had drawn up such a schedule.

The Chairman said that this matter had arisen in connection with a certain North Atlantic conference with which they had tried to get into line more or less in regard to the question of through Bills of Lading. The suggestion had been made that if the British Association of Shipping and Forwarding Agents would agree upon a definite scale of charges it might facilitate the negotiations. At the present time some forwarding agents had their own ideas upon the subject, and in many cases were prone to handicap and kill business by overloading small matters with excessive charges; this was detrimental to themselves, to the Association and to the status of forwarding agents generally, and he thought that the scale that had been drawn up was reasonable. It was, however, for the members to consider the question and to say whether they were prepared to go ahead and to tell the North Atlantic Conference that forwarding agents would be prepared to adopt the proposed schedule. The schedule in question applied to east-bound cargo.

Mr. F. J. Gerson said he was of opinion that a confidential circular should be sent out to members giving the particulars contained in the schedule and that they be asked to say whether they agreed to the scale proposed.

Mr. H. Gilbert was of opinion that the Council of the Association should consider the schedule before it was broadcast.

It was decided that the Council should consider the matter before any definite suggestions were put before the members and that they should get into touch with existing forwarding agents associations in this country and ask for their views on the matter.

A hearty vote of thanks to the Chairman for presiding concluded the business.

London Shipping and Forwarding Agents' Conference.

Annual General Meeting.

THE Annual General Meeting of the London Shipping and Forwarding Agents' Conference was held at the London Chamber of Commerce on 14th January last.

The President of the Conference, **MR. M. E. DUFFETT** (J. D. Hewett & Co., Ltd.), presided.

The Minutes of the last Annual General Meeting, held on 10th January, 1929, were adopted.

ELECTION OF PRESIDENT.

Mr. J. B. Taylor (Immediate Transportation Co., Ltd.) proposed the re-election of Mr. M. E. Duffett as President of the Conference for the ensuing year. He spoke in eulogistic terms of the excellent services rendered to the Conference by Mr. Duffett.

The resolution was carried wtih enthusiasm.

The President said it was very kind of the members to re-elect him to the Presidential chair, yet he did not know whether their action was justified. (Cries of "Yes.") If the members felt that he could continue to serve them he would be happy to carry on for another year. (Applause.)

Election of Council.—The President mentioned that fifteen gentlemen were at present serving on the Council of the Conference. The question of the composition of the Council had been before the Council and it had been decided that at the annual general meeting the members should be invited to say how many gentlemen should constitute the Council.

A member said he thought it would be a good idea if a certain number of the Council retired each year and were eligible for re-election only if the Conference failed to find within its membership a sufficient number of gentlemen to form an adequate Council. He felt that there should be a more or less continuous influx of new minds. If his proposal was adopted he wished to place his own name in the category for retirement. Some gentlemen had served on the Council year after year, and as one of those he would like to take a rest and see some others do their bit.

Another member expressed the opinion that the present Council seemed rather unwieldy. The Council sometimes came to a decision perhaps after a quarter of an hour's discussion, and then one member would start the whole argument over again, and probably after three hour's discussion the Council would arrive at the same decision as they had done during the first quarter of an hour.

It was then moved that the Council should consist of eleven members elected from the general membership of the Conference, together with the Chairmen of the four Sections of the Conference. This proposition was put to the meeting and carried unanimously.

A proposition was moved that three members of the Council should retire annually in rotation, and should not be eligible for re-election at the end of their term of office unless the Conference found that it was unable satisfactorily to fill their places.

A number of gentlemen were nominated to serve on the Council for the ensuing year, and on a ballot being taken it was found that Mr. P. Buswell (Sutherland International Despatch, Ltd.) and Mr. W. Woollett (Woollett, Airey & Co., Ltd.) had tied for a seat. Both gentlemen offered to retire in favour of the other, but as the Chairmen of the four Sections of the Conference had not at the time been elected for the ensuing year, they also being entitled to sit upon the Council, the question whether Mr. Buswell or Mr. Woollett would act was left in abeyance.

The following gentlemen were definitely elected to the Council:—Messrs. J. B. Ballantyne (J. B. Ballantyne & Co.), H. K. Coppendale (Morison, Pollexfen & Blair, Ltd.), H. A. Crowe (Crowe & Co. (London), Ltd.), H. Gilbert (G. W. Sheldon & Co., Ltd.), F. J. Gerson (Rosenberg, Loewe & Co., Succrs., Ltd.), C. McEwan (Thos. Cook & Son, Ltd.), W. Narracott (Van Oppen & Co., Ltd.), G. Perry (British Commercial Transport Co., Ltd.), E. W. Turvey (Nunzi & Co.), and Mr. F. H. S. Rouse (The American Express Co., Inc.).

Accounts.—Mr. E. A. Aves, the Hon. Treasurer, presented the accounts for the year 1929. He referred to various items of expenditure, particularly emphasising the amount expended by the Conference in countering the activities of so-called shipping and forwarding agents who were likely to bring the trade into disrepute, and in this connection the President pointed out that such action had been taken in accordance with the instructions of the Council and their action had been entirely successful.

The accounts were adopted.

ANNUAL REPORT.

The President presented the Annual Report of the Executive Council for the year 1929.

The report dealt firstly with the special activities of the four Sections of the Conference which are concerned with the interests of members engaged in particular geographical sections of the trade.

Air Section.—In the month of May last it was found desirable to take steps to establish a special Section amongst members interested in air traffic to take up in closer detail questions relating to air transport. An Air Section was subsequently inaugurated. Questions considered by the Air Section included negotiations with Imperial Airways on the question of rates and conditions of clearance and delivery on the London/Paris route. The Section is strongly of opinion that the present volume of traffic sent by air by Forwarding Agents is very small in comparison with the volume that could be sent were the rates more favourable. Further negotiations are now in progress with Imperial Airways. A notably gratifying feature of the negotiations was the manifest desire of the Management of Imperial Airways, Ltd., to recognise the London Conference, through its Air Section, as a medium for negotiations on matters of joint interest to the Company and Forwarding Agents generally, and also to utilise

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the services of the Conference for the distribution of information as new facilities came to be established from time to time.

American Section.—At an early meeting in the year it was decided that sectional meetings of firms interested in the American trade should be held every three weeks instead of every fortnight. Many matters of importance have been dealt with, including the licensing of Customs Brokers in U.S.A., relationship with Steamship Lines, minimum freights—U.K. to New York, etc.

French Section.—This section of the Conference has done good work. It has conducted negotiations with the Wholesale Textile Association and discussed difficulties reported to have been experienced by members in connection with the working of Customs Form C105. Export Rates (British Railways) is another matter which has received careful attention.

German Section.—A delegation from this Section visited the Verein Deutscher Spediteure in Berlin on February 11th, 1929, and on the two subsequent days interviewed the Verein Hamburger Spediteure in Hamburg, and the Verein Bremer Spediteure in Bremen. At each place they were received by small sub-committees which had been selected as representing members of the respective German Associations particularly interested in forwarding traffic to England. It was gratifying to find an atmosphere of vital and constructive interest and that there appeared to be a cordial appreciation of certain important points, including the need for a greater realisation of the fact that the interests of Forwarding Agents in both countries are not opposite but fundamentally identical.

Other matters of interest which have been dealt with by the Section are:—Through Bill of Lading; Continental Quotations involving the Phrase "Per Ton"; Over-Entry Certificates; P.L.A. Rates.

Council.—The general working of the Conference is under the control of the Executive Council, which considers from time to time matters of common interest to members, and the various trade sections are under obligation to refer to this Council any matters arising within their own province which may have manifest bearing on the general policy of the Conference.

Matters dealt with by the General Council during the year include the question of affiliation with other bodies. It has always been the policy of the Conference to promote friendly relations with other organisations at home and abroad with whom it has some bond of business contact or who are pursuing aims similar to its own. The General Council has also conducted negotiations with Imperial Airways, and considered such matters as a Customs Bond, Pilferage at the Port of London, Fraudulent Trading, Export Rates, etc.

Pension Scheme.—With regard to a suggested Pension Scheme of Insurance for the staff of members of the Conference, the general idea is that a scheme such as is in force with Lloyds and others for the payment of a pension at the age of 60 or 65 (or, alternatively, at death or disablement before this), on payment of a premium on a contributory basis, is one which should commend itself to the members of the Conference. The Council are giving the matter their careful consideration and will presently be placing before members some considered suggestions in regard thereto which it is hoped will meet with a ready response in the interests of the members and their various staffs. The Council would welcome any suggestions in regard to this.

Mr. E. D. Brigg was re-elected Hon. Auditor and thanked for his services.

Mr. Aves was re-elected Hon. Treasurer and thanked for his services.

AFFILIATION OF THE LONDON SHIPPING AND FORWARDING AGENTS' CONFERENCE WITH THE BRITISH ASSOCIATION OF SHIPPING AND FORWARDING AGENTS.

The members were informed that the question of the affiliation of the London Shipping and Forwarding Agents' Conference with the British Association of Shipping and Forwarding Agents had been before the Council. At present those members of the London Conference who were also members of the National body paid two subscriptions, and it had been suggested that the London Conference should become affiliated with the National body and that one subscription should cover membership of both organisations. It was proposed that members of the London Conference should pay a subscription of four guineas which would be divided equally between the two organisations. That would mean a reduction in the income of the London Conference, and it would be necessary therefore to make some arrangement regarding secretarial expenses. It was suggested that the existing arrangement under which the two Associations each paid half the cost of the secretarial expenses in London should be so amended that the London Conference paid twenty-five per cent. and the British Association of Shipping and Forwarding Agents would contribute 75 per cent.

The President pointed out that at present members of the London Conference who were members also of the British Association of Shipping and Forwarding Agents were paying three guineas to each Association. If the proposals were adopted the payment of an annual subscription of four guineas would in future cover membership of both Associations. The Council's recommendation to the members was that the subscription to the London Shipping and Forwarding Agents' Conference should be increased to four guineas to cover membership of both Associations; the British Association of Shipping and Forwarding Agents not to accept members from any port or district where there was an affiliated Association except through that affiliated Association.

A member submitted that the Council of the London Shipping and Forwarding Agents' Conference should be able to nominate a sufficient number of members of the London Shipping and Forwarding Agents to adequately represent the Conference at the deliberations of the British Association of Shipping and Forwarding Agents, such representation being consistent with the financial contribution to be made by the London Conference to the funds of the National body.

A member pointed out that the London Conference was largely instrumental in the formation of the British Association of Shipping and Forwarding Agents and they hoped it was going to be more national in its aims and objects than any of the existing conferences. They must all support the British Association of Shipping and Forwarding Agents as far as they possibly could.

A resolution was then put to the meeting that the London Shipping and Forwarding Agents' Conference should become affiliated with the British Association of Shipping and Forwarding Agents; that the subscription of members of the London Shipping and Forwarding Agents' Conference should be Four Guineas per annum to cover membership of the London Conference as well as of the British Association of Shipping and Forwarding Agents; that it be understood in future that the British Association of Shipping and Forwarding Agents would accept for membership no firms from London except through the London Shipping and Forwarding Agents' Conference; that the representatives of the London Shipping and Forwarding Agents' Conference present at the forthcoming annual meeting of the British Association of Shipping and Forwarding Agents be instructed to ask for proportional representation on the Council of the British Association of Shipping and Forwarding Agents, such representation to be based on membership; the resolution in favour of affiliation with the National body to be contingent upon the question of proportional representation of the London Conference upon the Council of the National body being satisfactorily dealt with.

This resolution was carried unanimously.

A cordial vote of thanks to the President for presiding was carried with acclamation.

The Royal Belgian Lloyd Amalgamation Scheme.—The Belgian Cabinet has given its consent to the fusion of the Royal Belgian Lloyd with the Belgian-Congo Maritime Company.

New Mexico Steamship Service. — A Mexico City message says that an agreement has been signed by the Government and the Panama Mail Line for a new fortnightly service between the west coast of Mexico (as far south as Salina Cruz) and the ports of California (U.S.A.). The new service will regularly serve the Mexican ports of San José del Cabo, La Paz, Maleje, Isla-del-Carmen, Santa Rosalía, Guaymas, Yavaros, Topolobampo, Altata, Santa Teresa, Mazatlán, San Blas, Puerto Vallarta, Chemela, Manzanillo, Acapuloc, Tecanapa, Minizo, Puerto Encondido, Puerto Angel and Salina Cruz.

Portugal. Duty on Gasoline and Tyres. — A Lisbon message says that the Government notifies an increase ir the import duty on gasoline from a minimum of 0.023 to 0.045 escudo (gold) per kilogram, and on tyres and tubes from a minimum of 0.20 to 0.50 escudo (gold) per kilogram. These increases are in place of the touring tax and municipal tax on motor vehicles, which have been abolished.

Ceylon Increases Import Duties.—A Colombo message says that increases in the duties on cotton piece-goods, machinery, matches, paper, spirits, tobacco, wines and malt liquors imported into Ceylon were introduced on January 23rd. The revised duties, of which the above are the principal, are expected to yield an additional two million rupees a year.

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Liverpool Shipping and Forwarding Agents' Association.

Annual Dinner.

ANIMOSITIES and rivalries between one port and another are out-of-date and must cease if the county of Lancashire and the North of England is to hold together in the bond of prosperity and well being, said the Lord Mayor of Liverpool (Councillor Lawrence D. Holt, J.P.) himself a shipowner, at the Annual Dinner of the Liverpool Shipping and Forwarding Agents' Association, held at the Midland Adelphi Hotel, Liverpool, on 18th January last.

The guests included the Lord Mayor of Liverpool (Councillor L. D. Holt, J.P.); Sir Edwin F. Stockton, J.P.; Mr. T. J. D. Large, O.B.E. (Collector of Customs); Mr. F. J. Marquis, M.A., B.Sc., J.P.; Mr. F. Brocklehurst; Mr. N. M. Simpson, C.B.E. (Postmaster); Mr. A. W. Heard (Chairman, British Association of Shipping and Forwarding Agents); Mr. M. E. Duffett (President, London Shipping and Forwarding Agents' Conference); Mr. H. P. Lumb (Chairman, Manchester Shipping and Forwarding Agents' Conference); Mr. S. T. Burgoyne; Mr. F. R. Hauxwell; Mr. C. J. W. Mundy; Mr. David Jones, J.P.; Mr. G. C. Horton; Mr. J. Mitchell-Jones; Mr J. Jude, C.C.; Major Eckes, T.D.; Mr. E. Eckes; Mr. R. G. Baird; Consul for France; Consul for Spain; Commander Roden, R.N.R. and Col. Clayton, D.S.O., T.D.

Mr. David Jones, J.P. (Elder Dempster & Co., Ltd.), who presided, referred to the industrial activities in the south country. He said that a good many industries were springing up around London. It was convenient to have the factories there and the water transport to the factories, it being generally recognised as cheaper than any mode of transport. He was glad all the ports showed improvement—not one port improving at the expense of another—because it was largely a question of what they could do nationally. What the country needed was more exports.

Sir Edwin F. Stockton, J.P., proposed "The Trade and Commerce of Liverpool." He did not suppose, he said, that the trade and commerce of Liverpool was so great at the present time as they would like, but that was no reason why they should cry "wolf" and it was no reason why everybody should not work harder than ever to bring that restoration of trade which was so badly needed. He believed every part of the country had suffered a great deal by decrying their own goods and their own business efficiency, and even their own trades.

"Most people take you at your valuation. We have got rather a bad habit of looking upon ourselves as much inferior really to what we are. Lift up your city right to the top and keep it there—together with Manchester. (Laughter.) Let the country see that you in the north are not ashamed of your cities and can, in the long run, restore your lost trade."

Industrial depression could not be cured by the wave of a magic wand. It was a question of time. He had been told that the Manchester Ship Canal was not a very popular institution in Liverpool, but he sincerely believed that the men who showed great determination and vision in organising that great canal, had in their minds the idea of bringing Liverpool and Manchester closer together so that they might be better friends, and by the co-ordination of the two ports, do something to improve the business of the North of England.

Prosperity to Liverpool shipping meant that Lancashire was making plenty of goods. It was true that Lancashire trade was going through one of the most difficult periods it had ever known. It meant that they must put their house in order; bring themselves to a better state of efficiency; and wipe out a great deal of inflation which he thought was being accomplished.

The time had come when Lancashire would have to tackle the problem of unemployment by going on double shifts. Until they did that his candid opinion was that the trade of Lancashire could not compete successfully in foreign trade. No organisation, combination of employers or trade of any sort, could go on constantly and continuously losing money without the trade "going out." The prospects did show some definite signs of revival, and Lancashire was beginning to realise that she had to grapple with her problems and she was re-organising herself, and that was the first step for bringing about a complete restoration.

The heavy industries were paramount in the north and always would be, and the northern ports together held a much bigger percentage of the country's trade. He believed the figures for last year showed that the northern ports held a much bigger percentage of the trade of the country than the southern ports. There was no serious competition between the north and the south.

Liverpool shipping and forwarding agents served clients both at home and abroad. He need hardly advise them to try and keep all the trade they could for the port of Liverpool and prevent it going elsewhere. Every effort would be made by the railway companies to co-operate in every way they could to increase and help the trade of that great city.

The Lord Mayor of Liverpool, replying, spoke of the relationship of the two Lancashire cities between which, he said, there was a close community of interests. At times we were apt to look upon life with the eyes of the past and to think it necessary to keep up for appearance sake rivalries and animosities which were now wholly out of date. There was a time when rivalry was permissible. That time was past; rivalries and animosities even of the most friendly character, must cease if the county of Lancashire and the North of England was to hold together in the bond of prosperity and well being. Their efforts must be directed to a larger field by a common intelligence and in a common effort in goodwill amongst themselves. Liverpool had pre-eminence in maritime transport, in which the shipping and forwarding agents played a very essential part.

Mr. Tennyson J. D. Large, O.B.E. (Collector of Customs), introduced the toast "The Shipping and Forwarding Agents' Association (Inc.)." He said it was essential if the shipping of a port was to be conducted successfully that the various parts of the port machinery should work smoothly and sweetly. The Association and the Customs department were cogs in the industrial and national machine and were really dependent one on the other. Their relations had always been most friendly. One of the main objects of the Shipping and Forwarding Agents' Association was to promote the trade and commerce of the port of Liverpool. He shuddered to think of the state of chaos that would arise in the trade of Liverpool if the shipping and forwarding agents were to notify importers and exporters that in future they would have to look after their own Customs business. Such a contemplation made him realise how indebted the business community was to shipping agents for the highly expert service they rendered their clients. From time to time matters of general interest to shippers throughout the port arose, and it was at those moments that the Customs officials appreciated the very great importance of being able to approach an Association such as the one under whose auspices they had foregathered. It was infinitely preferable from the Customs point of view to approach an association rather than a big number of individual traders.

Mr. G. C. Horton, chairman of the Council of the Liverpool Shipping and Forwarding Agents' Association, who acknowledged the toast, said occasionally the members of the Council were asked: What are the objects of the Association? Why have an Association? What does it accomplish? The object of the Association was collective bargaining. As agents they considered they were in a stronger position by expressing their views collectively than if they merely spoke as individuals. The Association at all times sought to maintain friendly relations with the officials of the port, the steamship companies and traders. Liverpool offered facilities for all the traffic the world could send, and it was his belief that if they could promote more co-operation between the manufacturers, rail carriers, steamship companies and shipping and forwarding agents, Liverpool would get a greater share of trade than she already had. At the moment there was an agitation for Empire trade. Empire trade was very useful, but we were wanting something more than Empire trade: we were wanting world trade.

Mr. W. R. Lloyd, vice-chairman of the Council proposed "The Guests." Mr. F. J. Marquis, M.A., B.Sc., J.P., chairman of the Liverpool Organisation, replied. He said he believed the time was just opportune for some rapprochement commercially between Liverpool and Manchester so that they could jointly tell the world of the commercial and industrial possibilities of this part of Lancashire.

The final toast, that of "The Chairman," was proposed by Mr. J. Mitchell-Jones and replied to by Mr. David Jones, who spoke of the encyclopædic knowledge of members of the Council. He always considered the shipping agent, like the shipbroker, always worthy of his hire.

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News from the Ports.

Port of London Authority. — Additional shipping to the extent of 2,090,984 net reg. tons used the Port of London during 1929, the traffic being greater than in any previous year. The total was 57,540,136 net reg. tons, compared with 55,449,152 net reg. tons for 1928, the previous record year. London's increase of 2,090,984 net reg. tons represents 9.6 per cent. of the total 1929 increase for the whole of the ports of the United Kingdom. So far as London is concerned, a large proportion of the increased tonnage of shipping is in respect of the Dominions and Colonies.

P.L.A. Election of Members. — The next triennial election of Members of the Port of London Authority takes place in March, 1931, and the register of voters is now in course of preparation. Of the 28 Members constituting the Port of London Authority, 16 are elected by users of the Port whose voting power depends entirely upon the amount paid to the Port of London Authority is respect of Port Rates on Goods, River Tonnage Dues, Dock Dues, Dock and Warehouse Charges, etc. Individual Shipowners and Merchants can ensure for themselves representation in the administration of their Port by using as far as possible the docks and warehouses and general facilities provided by the Port of London Authority.

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Liverpool Shipping and Forwarding Agents' Association.—Believing this to be an opportune time to launch a campaign to augment the membership of the Association, the Council of the Liverpool Shipping and Forwarding Agents' Association has in hand a scheme which already shows promise of good results. The present membership is about 100, and whilst that figure includes nearly all the leading agents in the port, it is felt that there are others who should be participating in the benefits of the Association. Members of the Association have been invited to put their shoulder to the wheel in a missionary effort, by exercising personal influence on desirable agents who are outside the Association. Mr. A. G. Taylor, of Sutherland International Despatch, Ltd., 17 Brunswick Street, Liverpool, has joined the Council of the Association.

Obituary.—At the last meeting of the Council of the Liverpool Shipping and Forwarding Agents' Association, sympathetic reference was made to the passing of Mr. T. H. Jackson, a partner in the firm of G. H. Fletcher and Co., old members of the Association. Mr. S. L. Jude, Secretary, attended the funeral on behalf of members.

* * * *

Southampton Docks.—The record amount of shipping traffic dealt with at the Docks last year affords undeniable evidence of the Port's continued prosperity. In such circumstances it gives particular satisfaction to note that good progress is being made with the great scheme of dock extension being carried out at Southampton by the Southern Railway Coy. Work is proceeding on the construction of 3,800 feet of deep water quays, representing the first part of the entire scheme, and it is expected that 1,000 feet of quay will be ready to accommodate shipping in the spring of next year. During this year reclamation work will be commenced on the mudlands lying between the new quay wall and the existing foreshore whilst the erection of a new shed, which will face the first 1,000 feet of quay, will be undertaken together with the preparation of other dockside equipment such as cranes and rail connections.

* * * *

Risks of Shippers.—Mr. T. H. Jones, speaking at the Manchester Athenæum Textile Society on 14th January, spoke of the risks run by Manchester shippers in the manner of insurance of their goods sent abroad. The merchant who sent his goods out and gave credit to a customer abroad and did not look after the insurance himself was not really insured and was taking an unwarranted risk which might involve him in serious loss. In one country the majority of the policies issued only covered total loss, and partial loss might fall back on the supplier whose only remedy was in litigation which had to take place in a foreign country. Mr. Henry Keat, of the Thames and Mersey Marine Insurance Company said that loss by theft was not covered in the marine insurance policy, and in order to protect himself against such loss the merchant had to enter into a special arrangement with his underwriter.

* * * *

Coal Exporters.—For the fifth consecutive year the Humber Coal Exporters Association have appointed Mr. Sydney Little their Chairman. The coal trade, said Mr. J. W. Barraclough, who proposed Mr. Little's re-election, was never in a greater state of perplexity, and it was essential they should preserve a continuity of the policy which had been followed under Mr. Little's able guidance.

Crane Facilities at Goole.—The Aire and Calder Navigation Company, the owners of the Goole docks, have informed the Goole Chamber of Commerce that they are in communication with the London, Midland & Scottish Railway Company respecting the Chamber's request for additional crane facilities to deal with 20 ton coal wagons. The matter is receiving attention.

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Glasgow Harbour Traffic.—At the last meeting of the Clyde Navigation Trust it was reported that the trade at Glasgow Harbour is showing signs of improvement. Reviewing the trade during the past year the Chairman, Mr. James Craig, said the de-rating scheme of the Government enabled them to give relief in dues to the extent of £81,000 per annum as from October 1st last.

Port Glasgow Launch.—The new steamer, "Bio Bio," built by Messrs. Hamilton & Co., Port Glasgow, for Valparaiso owners, has been launched. She is 350 feet in length and about 4,500 tons gross. The passenger accommodation is of a luxurious nature. Accommodation has been provided for trading merchants, and space on deck provided for these traders to erect stalls from which they buy and sell at the various ports at which the vessel calls on her coasting voyages.

* * * *

Newcastle's Progressive Quay.—The progressive policy of increasing Newcastle's quay accommodation and cargo-handling facilities is gaining its due reward. During the past nine months 1,170 vessels came to the Corporation's quay berths as against 1,129 in the corresponding period of 1928. What is more, a larger type of vessel is now trading to the quay; and the ocean-going type is gradually being attracted.

Congratulations have been extended from far and wide to Sir William J. Noble, Bt., of Messrs. Cairns, Noble and Co., Ltd., Chairman of the Tyne Improvement Commission, on his elevation to the Peerage. He has decided to take the title of Baron Kirkley of Kirkley Hall. Felicitated by his fellow-commissioners, the new peer said that he felt the honour conferred on him to be a call to greater work and responsibility. After 32 years on the Commission, he would, perforce, be compelled to devote less time to its interests than heretofore.

* * * *

Tribute to Mr. Daniel Radcliffe.—At the Cardiff Exchange on January 29th a striking tribute was paid to Mr. Daniel Radcliffe, J.P., the well-known Cardiff shipowner. Mr. Radcliffe was presented with an illuminated address and an autograph album to commemorate his seventieth birthday and his long association with shipping and the development of Cardiff as a port.

New President of Swansea Chamber of Commerce.—Mr. Fred A Rees has been elected 1930 year President of the Swansea Chamber of Commerce. He is a principal of Messrs. Stockwood, Rees & Coy., Ltd., steamship brokers and coal exporters. He is a fellow of the Institute of Shipbrokers, a member of the executive of the Shipping Federation, a member of the National Maritime Board and of the Coal Shipment Advisory Committee.

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Port of Dublin.—The total registered tonnage of vessels entering the port of Dublin during 1929, was 2,340,000, which showed an increase of 48,500 tons on the figure for 1928.

Country of Origin of Goods and Products Imported into the Irish Free State. — The Council of the Cork Chamber of Commerce has received intimation from the Revenue Commissioners, Dublin, that importers, agents, and other persons concerned are now required to show on the official forms of entry the country of origin, or production, of imports of such commodities as wheat, wheaten flour, maize, butter, bacon, commercial motor vehicles, touring motor cars, outer covers for motor car tyres, cement for building, and wines.

REUTERS TRADE SERVICE.—By special arrangement with Reuters Trade Service we are publishing news items from all parts of the world dealing with transport matters.

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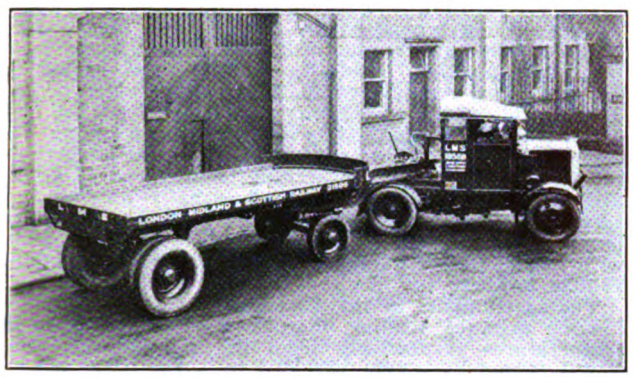
Railway Notes and News.

Selling Rail Transport. Press Advertising the Best Medium.—The Incorporated Society of British Advertisers met recently at the Hotel Cecil, London, when Mr. C. G. G. Dandridge, Advertising Manager of the L.N.E.R., read a paper entitled "Selling Transport." Mr. Dandridge stressed the importance of advertising rail transport, and said that the most important medium of L.N.E.R. advertising and that which represented the greatest expenditure was press advertising.

Karrier Outfits for L.M.S. Railway.—We illustrate one of the many six-ton Karrier "TT" type of Tractor Trailer



A SIX-TON KARRIER "TT" TYPE TRACTOR TRAILER OUTFIT FOR THE L.M. & S. RAILWAY.

outfits which are being delivered by Karrier Motors, Ltd., of Huddersfield, to the order of the L.M.S. Railway Company. This type of vehicle is designed primarily for the rapid transport of heavy loads at low cost. The tractor proper, which incorporates an engine of 31-47 h.p., has an eight-speed gearbox and is mounted on 36 in. by 6 in. pneumatics (twin rear), may serve any number of trailers, used individually of course, so that waiting time during loading and unloading is eliminated. A further feature is that the whole vehicle can be turned in a twenty foot roadway without reversing. Apart from mechanical brakes on the tractor, the rear wheels of the trailer—shod with 36 in. by 7 in. twin pneumatics—are braked by air pressure. The hoist gear on tractor is also operated by air pressure, and the design is such as to allow either a portion or the whole of the weight on the trailer forward axle to be transferred to the tractor chassis itself.

Cold Storage, Rail-Road Units.—An improved pattern of insulated container for meat traffic between Liverpool and all parts of the L.N.E.R. system was inspected recently by representatives of the meat trade at Liverpool, under the guidance of Mr. G. Leedam, L.N.E.R. District Goods Manager. These new containers are constructed on the lines of the L.N.E.R. refrigerator vans, with slab cork insulation between inner and outer sheeting boards. A door is fitted at either side and in one end. The containers, which are of three tons capacity, are carried on specially constructed flat wagons which allow of easy access to all doors.

Transport at the Fair.—An ambitious railway exhibit, under the auspices of the Railway Clearing House, is promised in the London section of the British Industries Fair, which is to be held at Olympia from February 17th to 28th. This will be part of the General and Sales Services Section on the ground floor in the broad connecting link between the Main and Small halls. Other transport exhibitors in the section include the Cunard Steamship Company, Ltd., the White Star Line and Lep Transport and Depository, Ltd. The "heavy" industries, as usual, will have a simultaneous display in the enlarged buildings at Castle Bromwich, Birmingham.

British Industries Fair, February 17th-28th.—Season Tickets available for a minimum period of seven days, but commencing any day of the week, are to be issued by the L.M. & S. Railway Company in connection with the British Industries Fair both at London and Birmingham.

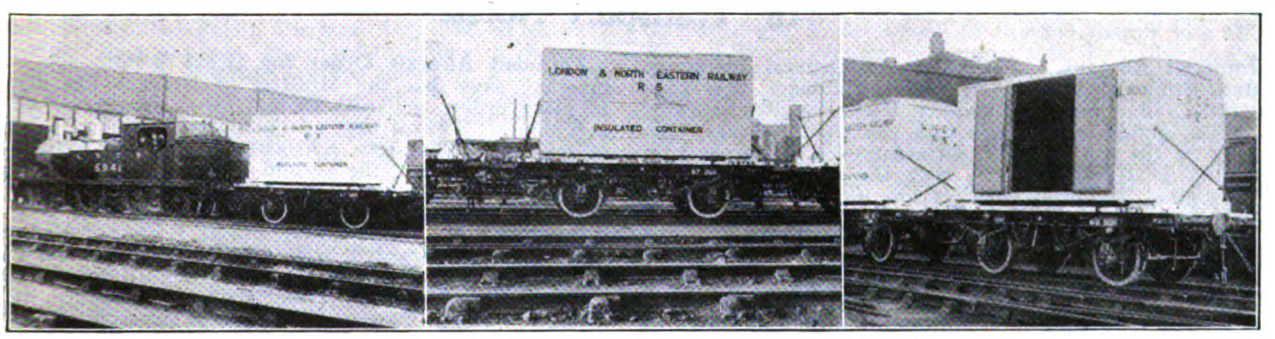
Additional G.W.R. Schemes. Company to Spend £200,000.—The Directors of the Great Western Railway have approved the expenditure of £200,000 on works in connection with the Government's schemes to relieve unemployment. These works will be carried out at St. Austell, Hockley, Swansea, Small Heath, Paddington-Southall. These works are in addition to the £5,000,000 schemes previously authorised, all of which have now been commenced with the exception of the enlargement of Cardiff General Station, re-building of Bristol Temple Meads Passenger Station and the deviation of the Main Line between Westbury and Frome.

The Railway Barometer.—The Railway Traffic Receipts of the four Group Railway Companies for the first 4 weeks of 1930 compared with the same period in 1929 are as under:—

	1930	1929
Passengers, Parcels, etc. ...	£4,788,000	£4,733,000
Merchandise, etc.	£4,762,000	£4,745,000
Coal, Coke, etc.	£2,915,000	£2,946,000
	£12,465,000	£12,424,000

A good feature in the first period of the Year 1930 is the Increase in the Passengers, Parcels, etc., and Merchandise, etc., traffics. *Railway Newsletter*, February issue.

More Southern Progress. Big Plans for 1930.—The Directors of the Southern Railway, continuing the policy of improvement and development, have authorised the expenditure of about £4,300,000 on various new works for 1930, involving the construction of new locomotives and rolling stock, new steamships, new stations, station improvements, extension of electrification, etc. This expenditure, which will provide a large amount of work for British firms, follows closely upon the Southern Railway's large programme of new works for 1929, culminating on



L. & N.E.R. INSULATED CONTAINERS FOR MEAT TRAFFIC.

January 5th last with the opening of the new Wimbledon and Sutton Railway.

L.M.S. 1930 Wagon Building Programme.—During 1930, twelve thousand freight wagons are to be built by the L.M.S. Railway at a cost of £1,500,000.

L.N.E.R Dinner and Dance.—The annual dinner and dance of the L.N.E.R. Advertising Department was held at the Royal Station Hotel, York, on January 25th. Mr. C. Dandridge presided over a large gathering. The occasion proved most enjoyable.

Permanent Way Institution.—The annual convention of the Permanent Way Institution for 1930 will be held at Cardiff in July. The 1930 president is Mr. R. Carpmael, chief engineer of the G.W.R. Company, and the vice-president for Wales is Mr. M. C. Hornson, G.W.R. divisional engineer, Newport.

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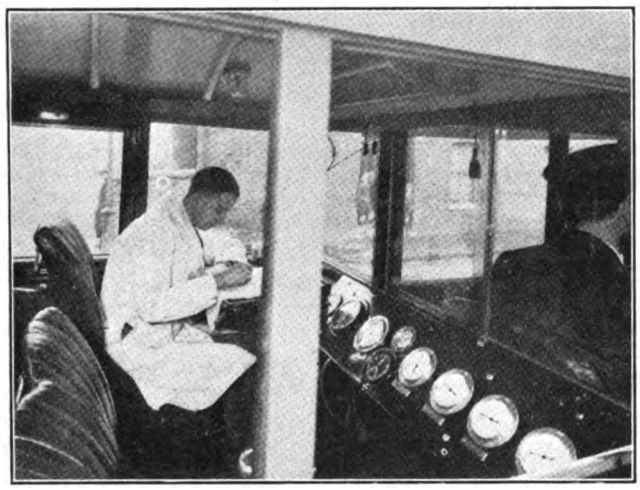
Field Tests for Lubricating Oils and Motor Spirits.

WE recently inspected a most interesting and we believe novel vehicle consisting of a chassis specially fitted with the necessary instruments for ascertaining the behaviour of lubricating oils under actual working conditions. The data obtained from these observations are supplementary to the ordinary laboratory tests.

The firm responsible for this field laboratory investigation is Shell-Mex, Ltd., Shell Corner, Kingsway, London, W.C.2. The explanation of this new enterprise is that while the ordinary laboratory tests and research are satisfactory up to a point, they provide no data as to the actual behaviour of lubricants and spirits under actual working conditions. We are informed that already much



THE OBSERVATION CABIN ON THE SHELL CO.'S TEST LORRY.

valuable information has been collected by employing this field or travelling laboratory.

The average user of motor vehicles is not aware of how little he knows concerning either the fuels or lubricants he uses. Correct lubrication is, without doubt, the most important factor governing the economic operation of vehicles. A perfect chassis could not operate without lubrication of some kind. Assuming a perfect chassis (there is, of course, no such thing) its degree in approach to perfection in operation would be entirely governed by the quality and suitability of lubricants and fuels used.

We would like to impress upon our readers that the difference between inferior quality and suitable quality in these essential attributes to good performance is no trifling matter, but, in fact, one which does make all the difference between successful and unsuccessful operation. It is the appreciation of this point which has decided Shell-Mex to carry out the research with which we now deal.

Though this departure is new we understand it is typical of what the larger oil companies are now doing in the way of research work and of the care that is devoted to test and development of oils for motor vehicles to-day. Furthermore, with regard to the Shell field experimental work: the firm owns a fleet of upwards of 2,000 vehicles of all makes on which the behaviour of oils is recorded.

The vehicle used as a travelling laboratory is a Leyland "Tiger" being typical of the fast bus and long distance coach chassis now commonly in use. The driver occupies the usual position beside the engine, and behind the driver's cab a separate compartment is provided occupying the full width of the chassis and enclosed by glass on all sides, which is used as the observation cabin. This cabin is provided with a separate dash board to carry the instruments, a table for writing, and there is seating accommodation for three, though usually only one observer is carried. Behind this observation cabin there is an ordinary platform body which is usually loaded with lubricants for garages on the standardised route the vehicle follows.

The instruments in the observation cabin are:—

Four distance reading thermometers, which take the temperatures respectively from the radiator, oil sump, gear-box and back axle, the lead from the latter measuring no less than 20 ft. A speedometer with a special trip dial. An engine revolution counter. A clock with an additional time of trip face. An aneroid barometer, giving the height above sea level as well as atmospheric pressure. A Wimperis accelerometer and gradient meter, which is used for arriving at many factors of performance. An ordinary household thermometer hung outside the cabin and easily visible from the observer's seat, the scale being mounted in a magnifying glass. A direct indicator, by pointer and scale, of the throttle position, operated from the accelerator pedal.

There are three petrol tanks each carrying a different grade of fuel, and there is an arrangement of pipes and taps whereby the observer can switch the engine from one grade of fuel to another. Samples of oil from the various lubricating centres are taken at intervals and are sent to the central laboratory for examination.

The vehicle travels over a selected route and averages about 150 miles per day. A daily log sheet is kept on which observations are entered every half hour and every ten miles, so that it forms a time and mileage chart.

Air Transport Notes.

Imperial Airways. Reductions in General Insurance Rates.—Imperial Airways, Limited, announce that considerable reductions in Insurance Rates for all classes of air-borne goods traffic came into effect on February 1st. Owing to the maintained satisfactory record in the safe handling of freight by air, with the resultant freedom from claims, Imperial Airways are now able to publish new rates quoted by Lloyds Underwriters showing in some cases very large reductions. The Company feel justified in anticipating that the reduction will enable a still larger volume of traffic to be despatched by air. A list giving the new Rates and any further information will be readily supplied on application either by letter or telephone to any of the Company's Offices.

Flying in 1930.—We reprint the following extracts from the January issue of "Imperial Airways Gazette." Important as have been the developments in aviation during 1929, the present year promises to eclipse, or at any rate, to equal them. During 1930 thousands of miles are to be added to Empire Airways, by the opening of a large sector of the Cairo-Cape service. Experimental Empire flights are planned for the two giant airships, including trans-Atlantic flights to Canada, and direct flights to Egypt, India, South Africa and Australia. There seems no reason to doubt that 1930 will see a great increase in the popularity of flying on the cross-channel services. New luxury air liners, carrying 40 passengers each, will be put on service, and practically every city in Europe will be within a day's air journey from London. Touring the Continent wholly by air—already popular among many whose time is limited, but whose desire to see as much as possible of this world in which we live is strong—will certainly experience a "boom" year.

Estonian Aircraft Order for Great Britain.—A Reval message says that the Minister of Defence has decided to place orders in Great Britain for a number of chaser aeroplanes. The Minister is prepared to spend 1,250,000 crowns (approximately £70,000) and the first batch is to be delivered during the second half of this year.

The Usborne Memorial Prize.—The Royal Aeronautical Society, 7 Albemarle Street, Piccadilly, London, W.1, announce that the Usborne Memorial Prize for the year, 1929, has been awarded to Mr. F. G. Evans for his paper entitled "The Cross-Section of the Semi-Rigid Airship." The Usborne Memorial Prize is offered annually, at the discretion of the Council, for the best paper by a student on lighter-than-air craft.

Royal Aeronautical Society.—A lecture will be delivered by Dr. Georgii on Wednesday, February 19th, before the Royal Aeronautical Society on Gliding. The lecture will be delivered in the Lecture Hall of the Institution of Electrical Engineers, London, at 6.30 p.m., and admission will be by ticket only. Dr. Georgii is Professor at the Technical High School in Darmstadt and holds the chair of Aeronautical Meteorology. He is also Director of the Institute of Research of the Rhon-Rossitten-Gesellschaft, which deals with the scientific questions of gliding. Before he was called to Darmstadt he was Director of the Department of Meteorology at the German Maritime Observatory in Hamburg and Professor of the University of Hamburg. His scientific career as private lecturer began in 1919 at the University of Frankfort. He will be accompanied by Herr Stamer, one of the leading experts on gliding in Germany, who will also speak. Tickets for the lecture may be obtained on application to the Secretary, Royal Aeronautical Society, 7 Albemarle Street, W.1.

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Law Cases.

WHAT IS A PUBLIC PLACE?
PLYING FOR HIRE.

THE meaning of "plying for hire in a *public* place," was discussed by a King's Bench Divisional Court (composed of the Lord Chief Justice and Justices Swift and Branson), in an appeal against a refusal of the Mortlake Justices to convict a motor coach proprietor for plying for hire with a "stage carriage" on a public place without a licence. The case was in the list as "White v. Cubitt," the respondent being a Barnes motor coach proprietor.

Mr. H. D. Roome, appearing for the appellant, explained that, on the 1st May, 1929, the respondent was charged at the instance of the Commissioner of Police for the Metropolis, with being the owner of a stage carriage, viz., a motor coach that plied for hire in a public place without a licence, contrary to the provisions of Section 7 of the Metropolitan Public Carriage Act, 1869. It appeared that Mr. Cubitt's vehicle stood regularly on a piece of concreted ground at the side of a public house at Barnes. The ground was the property of the public house proprietor, and was not used by the public unless they were going to the house. It was level with the roadway and was not separated from it except by a row of granite setts that were not raised in any way. Four people approached the motor vehicle. They were asked if they wanted to go to the Richmond Golf Links, and, being charged 6d. each, were driven there. It was proved that the vehicle stood on that spot every day, and was used to carry anybody who wanted to play golf to the golf links, at the stipulated charge of 6d. Mr. Cubitt argued before the justices that there was no plying for hire, and, if there was, that the spot on which it happened was not a public place, seeing that the place on which the vehicle stood was not repairable by the public at large. On the other hand, the police contended that there was a plain plying for hire of a stage carriage not duly licensed for that purpose by the Commissioner of the Metropolitan Area, while the spot on which it plied was a public place because it was not fenced off in any way. The justices, however, held that the vehicle was not in any street, road or public place when the passengers boarded it, and dismissed the summons.

Mr. Roome argued that the spot was a public place because the public could use it to get to the public house. He also argued that there was ample evidence of plying for hire because there was an actual solicitation of passengers by the respondent.

Mr. Moresby, for the respondent, argued that this case was no different from that of a person going into a private motor garage and hiring a car.

Mr. Justice Swift: You agree that where the vehicle stood was a place, therefore, the only question is, whether it was a public place.

The Court allowed the appeal with costs.

The Lord Chief Justice said the case really depended upon the true interpretation of an expression in Section V of the Metropolitan Public Carriage Act, 1869, which ran: "the term 'stage carriage' is defined to be any carriage for the conveyance of passengers which plies for hire in any public street, road or place, and in which the passengers, or any of them, are charged a separate and distinct fare." It had been conceded by Mr. Moresby that his client may have plied for hire, and it was not denied that the spot on which the vehicle stood was a place, but it was contended that it was not a public place within the Section.

The matter was not concluded by any previously decided legal authority. Here the whole scheme and purpose of the respondent's proceeding was to enable this motor vehicle to ply for hire to attract the public by being placed near the highway to which the public had resort, and upon which there was no sort of barrier. This place was as public as could be, and was selected by the respondent because it was public. Therefore, the justices were wrong in finding, having regard to the mischief at which this Act was directed, that this was not a public place.

Justices Swift and Branson agreed.

TIME WITHIN WHICH PROCEEDINGS CAN BE TAKEN.

A TEST case on the question how long after the commission of an alleged offence under the Metropolitan Public Carriage Act, 1869, the authorities must bring proceedings, was argued in a King's Bench Divisional Court (composed of the Lord Chief Justice and Justices Swift and Branson).

Mr. H. D. Roome explained that New Empress Saloons, Ltd., with one of their drivers, were summoned before the Stratford justices for plying for hire with a motor coach not licensed by the Commissioner of Police for the Metropolis, the proceedings being taken under the Metropolitan Public Carriage Act, 1869. There seemed all the elements of an offence of plying for hire, as well as aiding and abetting, but the defendants to the summons took the point with success that the proceedings were out of time, their contention being that the Act said that summonses must be issued within seven days of the commission of the alleged offence. In this case they were taken out within three weeks, and he (counsel), contended that the Act gave six months in which to take proceedings. If proceedings had been taken under the earlier Stage Carriage Acts, he could not argue the appeal, but the 1869 Act contained no such restriction as seven days.

Counsel for the respondents agreed that the point had a fatal simplicity, but it was he said, adopted by the justices with celerity (laughter). However, all the earlier Acts that dealt with licensing of stage carriages imposed the restriction of seven days from the commencement of legal proceedings for penalties, and there was no reason why it should not be taken for granted that the stipulations in those Acts governed alleged offences under the 1869 Act, seeing that legislature condemned the practice of keeping people with charges hanging over their heads. Counsel added that all the respondent's vehicles and drivers had now been licensed both in London and Southend.

The Court allowed the appeal with costs, the Lord Chief Justice stating that the case was a perfectly plain one. The justices wrongly accepted the contention that the summonses should have been brought within 7 days, whereas the law was that a term of six months was allowed in which to institute proceedings. Therefore the case would go back to the justices with the intimation that the summonses were brought in good time.

NEWSPAPER VAN IN COLLISION.
QUESTION OF LIABILITY.

BEFORE Judge Shewell Cooper, in the Mayor's and City of London Court, Mr. W. D. Chambers, 110 Ridge Road, Winchmore Hill, N., taxicab owner driver, sued the Evening Standard Co., Ltd., 46 Shoe Lane, E.C., for £4 10s. damage to his cab on July 27th, 1928, at the junction of Bloomsbury Street and Great Russell Street. The plaintiff, giving evidence, said that the actual damage to the cab, which he could not recover from his insurance company, amounted to £2 10s., and he claimed £2 for loss of use for two days. The amount of damages was not disputed by the defendants. Continuing, Mr. Chambers said that at a quarter to 8 in the morning he was taking a passenger from Euston to Victoria, and was going along Bloomsbury Street at about 8 miles per hour, and just as the bonnet of his cab emerged from the line of buildings, he saw in the turning on his near side, a motor taxicab suddenly approaching. At the same time he looked to his right, but saw no vehicle coming from that direction. The other taxicab stopped, and the driver waved witness on. He got about three yards over the crossing, when a newspaper van came from the turning on witness's off side, at a great pace. He could see that a collision was inevitable, and so he immediately turned sharply into Great Russell Street, keeping to the near side, if possible, to allow the defendants' van to pass between the two taxicabs. Witness had brought his cab to a stop when it was struck by the defendants' van, which bounded off and skidded across the road on to the other taxicab. Mr. Chambers estimated the speed of the defendants' vehicle at 20 miles an hour, and added that the road was wet and greasy. In cross-examination, witness said that he blew his horn as he approached Great Russell Street, but got no answering signal from anyone. He agreed that he could see a little way down the part of Great Russell Street, which was on his off hand side, say, about 20 or 30 yards, but when he looked, the defendants' vehicle was not in sight.

At this point, Judge Shewell Cooper observed that the crossing was a very dangerous one as that part of Great Russell Street, which lay on the plaintiff's right hand was not at right angles with Bloomsbury Street, but made a more acute angle. Consequently, plaintiff could not see as far down the turning as would be the case if the crossing street made a right angle.

Mr. Frank Humm, driver of the taxicab referred to by the plaintiff, confirmed the plaintiff's statement that he stopped and waved Mr. Chambers on, and further said that at the speed at which the defendants' vehicle was going, 15 to 20 miles an hour, it would have been impossible for him to pull up to avoid the accident owing to the state of the road. The witness added that when the defendants' vehicle struck his taxicab, after hitting the plaintiff's vehicle, it broke his off side footboard right off.

Robert Watkinson, driver of the defendants' van, said he had been delivering a special edition of the Daily Express, published in connection with a big fight, and was returning to the garage to go home. At this point, Mr. Soskice, counsel for the defendants, said that it would seem that the

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plaintiff was suing the wrong party, as Watkinson was in the employment of the Daily Express, and the van had been hired from the Evening Standard. Mr. Howard, however, for the plaintiff, pointed out that throughout the pleadings, which were of some length, and in all the solicitors' letters, of which there were a considerable number, the defendants had behaved as if they were the proper party to be sued. He agreed that there was a difficulty, and in the circumstances, the defendants had put themselves in a peculiar position.

Judge Shewell Cooper said he would hear the evidence and arrive at a conclusion on the facts, and the question of the right party to be sued could be dealt with subsequently.

Continuing his evidence, Watkinson said he was going down Great Russell Street at about 8 miles an hour. Approaching Bloomsbury Street, he "blew up and pulled up," and went across the junction at about 6 miles per hour. Just as he was about to reach the easternmost part of Great Russell Street, plaintiff's taxicab came out directly in front of him and the two vehicles collided with a glancing blow, owing to Mr. Chambers making an effort to turn into Great Russell Street. The witness denied that he was doing anything like 15 miles an hour, and explained his inability to pull up in time by stating that the road was too greasy to put the brakes on too harshly.

Mr. Soskice said that in view of the defendants' driver's evidence he could not contend that Watkinson was entirely free from negligence. Nevertheless, he asked his Lordship to say there was contributory negligence on the part of the plaintiff.

Judge Shewell Cooper said that he came to the conclusion that the plaintiff was proceeding in a perfectly proper way, and was entirely free from blame. The accident was due to the defendants' driver proceeding at a speed too great considering the state of the road. Watkinson himself had admitted in evidence that he did not expect much traffic at that time of the morning, and in his (His Lordship's) opinion, that explained the accident. The damages having been agreed at £4 10s., someone would have to pay the plaintiff. He therefore adjourned the case in order that those concerned might ascertain who was the proper party to be sued, and, if possible, to avoid the necessity of a second trial.

Mr. Soskice, for the defendants, submitted that they were entitled to be dismissed from the action as there was no evidence of any kind against the Evening Standard Co., Ltd. Judge Shewell Cooper refused to do this, and said that he hoped in a case in which the amount was so small, the matter could be disposed of without further litigation.

AN ALLEGED DEFECTIVE TRAMLINE.

AN accident which, it was alleged, arose out of a defect in a tramline, was the subject of an action at Lambeth County Court, before Deputy-Judge Mullins and a jury. The plaintiff in the action was Edwin John Mark Johnston, of 14 Baker Street, Brixton, S.W., and he sued the London County Council to recover £63 damages, being as to £51 for damage done to his taxicab, and £12 for loss of use. The plaintiff's claim set out that owing to a defective tram track in Brixton Road, outside Nos. 203-5, his cab had been involved in a smash.

The plaintiff, in his evidence, said that on February 12th, 1929, he picked up a fare at Kennington Church at about 1 o'clock in the morning. He was going along Brixton Road on his near-side tram track, when his steering wheel was wrenched out of his hand. He swerved across the road, smashed into a barrow which was in the kerb belonging to the Lambeth Borough Council, careered on, struck the kerb, and overturned. He and his passengers were imprisoned under the cab for some time.

Police evidence was given to the effect that there was no mark of a skid, but what was apparent was a whitewash line coming from the tram track to where the cab overturned. It was thought that this mark had come off the side of the tyre. The lines, as far as the police were concerned, were in a fairly good condition.

William Pether, a consulting engineer, gave evidence as to the result of an examination he made of the tramline, and expressed the opinion that it was in a very bad state.

For the defence, Ernest Heathcote Beale, engineer in the Tramways Dept. of the L.C.C., said he had inspected the tram track, and except for a slight depression before the place where it was alleged the swerve started, the line was in perfectly good order. In his opinion the line as it was could not have possibly caused the accident.

In cross-examination, he suggested that the driver might have been asleep.

Evidence was also given by Sidney Albert Brett, the passenger in the taxi, who said that he got into it at Kennington Church with his wife. Going along Brixton Road, he saw the barrow, and saw that the driver made straight for it, without deviating from his course. There was no swerve or skid.

This evidence was corroborated by Mrs. Brett, and after counsel and his Honour had addressed the jury, the jury retired, and on returning into Court gave a verdict for the defendants.

Judgment was accordingly entered with costs.

TIME-TABLE PROSECUTIONS.

THE Stoke-on-Trent Corporation recently prosecuted a number of owners for failing to maintain a regular bus service by non-adherance to their time-table.

Mr. W. L. Allen, for the Corporation, said that in consequence of complaints as to the irregularity of the service, a census of buses on the Hanley-Smellthorne route was taken on three days in October, when it was found that buses belonging to the defendants were not running to time-table. Sergeant Wilson, who superintended the census, said various excuses were given by the owners, and his evidence showed that they blamed one another for the disorganisation. The sergeant, however, said the owners had made no honest attempt to run to time, and it was impossible to single out one and say he was to blame. Mr. Abberley, who appeared for some of the defendants, said they welcomed the prosecutions. They had been anxious to comply with the time-table, but they found that so long as their competitors were not doing so, it was impossible to carry on adhering to the time-table with any hope of getting a fair share of the traffic.

There had been a consultation between the bus owners and the Chief Constable, with a view to reorganising the times, and since then he understood that there had been no cause for complaint. He gave an undertaking that there should not be in future. In view of these assurances, the Stipendiary imposed a fine of £1 only on each of the defendants, or defendant firms.

International Exhibitions in Belgium.—We have received particulars of three International Exhibitions to be held this year in Belgium, this being the centenary of Belgium's Independence. An Exhibition of Colonial, Maritime and Flemish Art is to be held in Antwerp from April to November, the opening day being the 26th April, under the auspices of the Belgium Government and the patronage of Their Majesties the King and Queen. In Liege an Exhibition of Industry, Science, and Old Walloon Art will be held from April to November, and in Brussels an International Commercial Fair is to be held from April 2nd to 16th inclusive. The offices of the Antwerp Exhibition are 17, Canal des Recollets, Antwerp; for the Liege Exhibition the offices are at 4, Place Saint-Lambert, Liege, and for the Brussels Commercial Fair all enquiries should be addressed Palais de l'Habitation, Clinquantenaire, Brussels.

CONSIGN SHIPMENTS FOR NORTHERN

INDIA

TO

THE EASTERN EXPRESS Co. LTD.

Forwarding, Shipping & Clearing Agents,

KARACHI

This Advertisement is inserted to bring before Forwarding Agents and Shippers in Great Britain and abroad the name of a Firm to whom shipments for any part of India should be consigned. Every description of merchandise cleared and forwarded to consignees. C.O.Ds. collected and remitted promptly.

Representing:—

Thos. Cook & Son
Grindlay & Co.
The Army & Navy Stores
Geo. W. Wheatley & Co. Ltd.
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Stockwell & Co.
Crowe & Co. (London) Ltd.
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Northern Transport Agency (London), Ltd.
R. & J. Park, Ltd.
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Arbuckle, Smith & Co.
World Transport Agency Ltd
Dominion Express Co.
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Morison, Pollexfen & Blair, Ltd.
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Boulton & Fairhead
G. W. Sheldon & Co., Ltd.

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Motor Notes.

Albion Orders. — The Albion Motor Car Co., Ltd., Scotstoun, Glasgow, have just received from the Anglo-Persian Oil Co., Ltd., an order for a fleet of thirty 4-ton vehicles mainly for use in this country. This follows an order recently received from the same Company for a number of 2½-ton and 3-ton vehicles for use in the Persian oil fields.

Willys Overland Crossley for Provision Transport.—The illustration shows three Willys Overland Crossley

WILLYS OVERLAND CROSSLEY FOR PROVISION TRANSPORT.

commercial vehicles, one being a Willys-Manchester 50 cwt. six-wheeler; another a Willys-Manchester 2-tonner and the third a Willys-Manchester 30/35 cwt. in service for Messrs. R. Johnson & Sons, Salford.

An Economical Haulage Fleet.—No doubt the best advertisement a motor manufacturer can have is a satisfied user of his vehicles. In this connection Morris Commercial Cars, Ltd., Foundry Lane Works, Soho, Birmingham, have sent us a copy of a letter they have received from Mr. George Buss, carman and contractor of Hastings, who owns the fleet of 7 Morris commercial

THE MORRIS-COMMERCIALS REFERRED TO IN TEXT.

vehicles shown in the picture, two of which are 30 cwt. trucks and the other five 1-tonners. The following is an extract from Mr. Buss' letter:—"Besides their reliability, I have found these Morris-Commercial vehicles very economical to run, and I should like to mention that my total repairs bill to date is only forty-four pounds, six shillings (£44 6s. 0d.) which, divided amongst seven lorries over nearly two years, is I think very good, especially considering the mileage run; the original vehicle having done over 40,000 miles." The vehicles were supplied through the motor agents, D.M.S., Ltd., St. Leonards-on-Sea.

The Charrilock Magazine.—We have received a copy of No. 4, Vol 2 December issue of "The Charrilock Magazine," the house journal of Charrington, Gardner Locket & Co., Ltd., 16 Mark Lane, E.C.3, the well-known coal, coke and patent fuel merchants. Beautifully illustrated and excellently compiled this journal deals with the many activities of the firm and gives one a good idea of its huge ramifications.

Traveller Wanted.—We know of an opening for an experienced traveller who is well known and has a live connection in the London district to sell a range of famous motor accessories.

For Coal Transport.—The photograph shows a 3-ton Guy lorry supplied to the Ebbw Vale Colliery Company, which is undoubtedly an interesting order.

A GUY 3-TONNER FOR COAL TRANSPORT.

"Sentinel" Sales.—We are informed by the "Sentinel" Waggon Works, Ltd., Shrewsbury, that during the past few weeks they have received orders for their well-known double-geared rigid six-wheeler—the "Sentinel" D.G.6.—from the following:—Sir Robert McAlpine & Sons, Ellesmere Port, 7 wagons; A. J. Gupwell, Ltd., Birmingham, repeat order; Lewis Bros., Minsterley; Wm. Morris, Birmingham; R. J. Hibbert & Co., London, S.W.1, 2 wagons, repeat order; J. Oxlade & Sons, Landore; Peter Walker & Son (W. & B.), Ltd., Hine Bros., Gillingham, repeat order; E. & H. Edney, Waterlooville, repeat order; J. Baker & Sons, Chilcompton, repeat order; J. Lewis, Llanybyther; W. E. C. Clark, London, S.E., 2 wagons; Wm. Bater & Sons, Skewen, repeat order; Thos. Wood & Sons, Swanley, repeat order; Lewis Rugg & Co., Ltd., repeat order; F. A. Tye, London, E.16; Cannon & Gaze, Erith, repeat order; Pentecost & Son, S.W.18; P. Westhead & Sons, Liverpool; The Garston Haulage Co., Garston; E. Baron & Son, Crank, Lancashire; Charles Kirby, Hanwell, W.7, repeat order; Willment Bros., London, S.E.1, repeat order; Balmule Quarry Co., Dunfermline; Cement Marketing Co., repeat order; E. Harries, Pontardulais; and E. H. J. & J. Davis, Bridgwater, Som. Some of these wagons will be fitted with tipping and others with standard bodies. The following have placed orders for the double-geared four-wheeled model (the D.G.4.), which is still in great demand:—E. Mears & Son, Byfleet; Erdington Haulage Co., Birmingham; Wm. Wisley,

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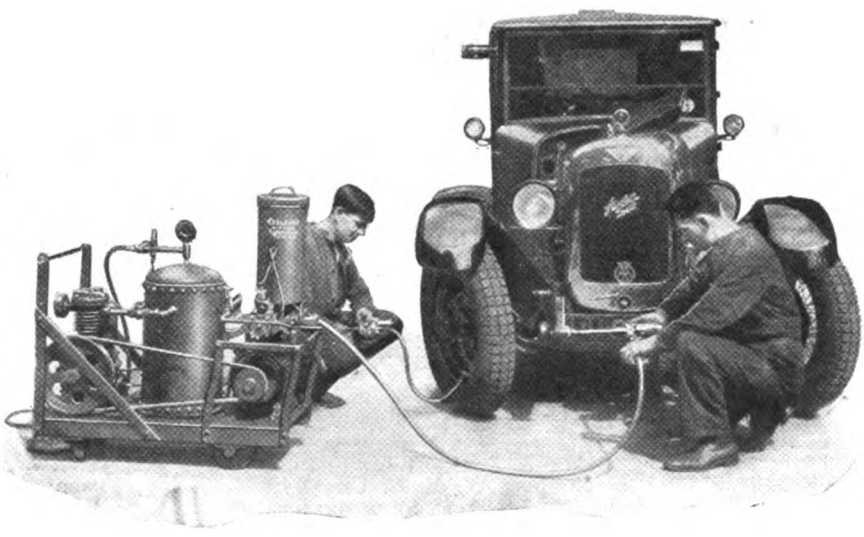
Aberdeen; Nevill's Dock & Railway Co., Ltd., Llanelly; J. M. Liddell, Glasgow, repeat order; Oates & Green, Halifax; P. H. Haydock, Chorley; Burchall & Co., Waltham Cross; W. G. Jerwood & Sons, Kingsbridge; Dorman Long & Co., Ltd., Middlesbrough; Hinder & Sons, Thornbury, near Bristol; A. & W. Hemphill, Glasgow; Cement Marketing Co., two wagons; The Griffin Eng. Co., Jo'burg, South Africa, repeat order. Orders for the "Super-Sentinel" are still coming in and among others the following repeat orders are noticeable:—Griffin Eng. Co., Jo'burg, South Africa, three wagons; Cadbury & Fry, Bristol; and J. B. Kind, Ltd., Burton-on-Trent, while orders for "Sentinel" Trailers have been placed by the following:—Tate & Lyle, Ltd., Liverpool, six, repeat order; Cadbury & Fry, Bristol, repeat order; W. L. Morgan, Swansea and R. & J. Garraway, Glasgow, E.1.

The Chloride Chronicle.—The Christmas number of the "Chloride Chronicle," the house organ of the Chloride Electrical Storage Co., Ltd., Clifton Junction, makes very entertaining reading. There is an excellent portrait of Mr. W. S. Naylor, M.I.E.E., the Chairman of the Board of Directors, with particulars of his career, and there are illustrations of many topical events.

Market for Motor Cars and Lorries in Persia.—A confidential report on the market for motor cars and lorries in Persia has been prepared by the Department of Overseas Trade from information furnished by the Acting Secretary in charge of Commercial Affairs at the British Legation, Tehran, and issued to firms whose names are entered on its Special Register. United Kingdom firms interested and desirous of receiving a copy of this report should communicate with the Department of Overseas Trade, 35 Old Queen Street, London, S.W.1., and quote Reference No. AX. 8931.

"The Inner Ring."—The Christmas number of "The Inner Ring," the house magazine and internal jottings of the Skefko Ball Bearing Company, Ltd., of Luton, is an excellent production. "The SKF Laboratories" and "The World's Largest Trailer" are two very interesting articles, whilst "Tales That are Told" and "The Cause—and the Effect" are most amusing.

The Airline Lubrigun.—B.E.N. Patents, Ltd., 92, Tottenham Court Road, London, W.1, have sent us a leaflet recently issued by Tecalemit, Ltd., showing their Airline Lubrigun mounted on the B.E.N. dual air unit. The combined unit, as illustrated, may be used for tyre inflation, cleaning and for lubrication purposes. The Airline Lubrigun is claimed to be the most efficient time saving unit on the market, and by using it in combination with the Dual Air unit, it brings it within the reach of every up-to-date garage. It consists of a mobile unit

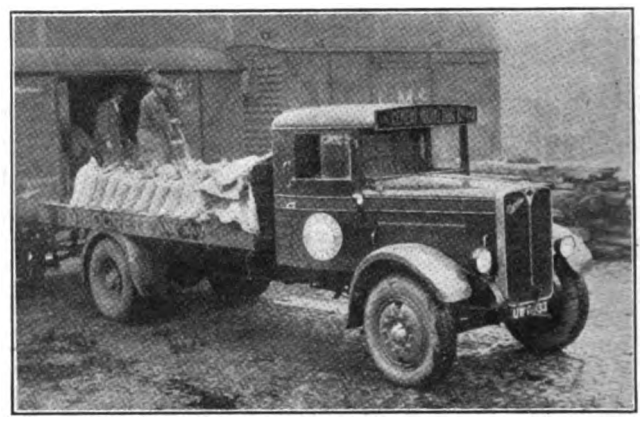


THE AIRLINE LUBRIGUN MOUNTED ON THE B.E.N. DUAL AIR UNIT.

easily moved as required, fitted with a ¾ h.p. A.C. or D.C. motor driving a compressor to give a maximum pressure of 150 lb. and with a tank of seven gallons capacity tested to 300 lb. pressure. The equipment consists of the Airline Lubrigun, tyre hose and chuck. Price £64 15s. 0d.

Firestone Tyre and Rubber Company's British Tyre Factory. — The Firestone Tyre and Rubber Company (1922), Ltd., has issued a very attractive illustrated booklet forming a souvenir of the official opening of the British Firestone tyre factory at Brentford on October 16th, 1928. The booklet demonstrates by word and picture how this British built and British staffed factory is equipped to make the best possible tyres for motorists and users of industrial vehicles throughout the British Isles. It reveals that the most advanced practices in the highly scientific work of modern tyre building are all incorporated in the British Firestone factory, whilst in combination with these is to be found that welcome human note which assures the best possible conditions of work and recreation for the multitude of British employees there engaged.

The A.E.C. "Majestic."—The Cement Marketing Co., Ltd., are the first operators of the A.E.C. 110 h.p. 6-cylinder o.h.v. "Majestic" 6-tonner, one of the new A.E.C. range of commercial vehicles. The vehicle as shown in



THE CEMENT MARKETING COMPANY'S A.E.C. "MAJESTIC."

the photograph taking on board bags of cement at a rail centre in the Midlands, is attached to the Birmingham depot of the Cement Marketing Company.

European Benzole Conferences.—A meeting of a small Committee of the International Conference of Benzole Producers was held at Bochum, Westphalia, on 12th December last. The present conditions of the market were reviewed, and the meeting was followed by a visit to the research laboratories of the German Benzol Verband. The press has attached undue significance to the aims and objects of the First International Conference of Benzole Producers recently held in Paris. It was never the intention to form an international combination in the manner which has been suggested by a section of the press. The meetings have for their object the periodical exchange of views with regard to the best method to be employed in marketing and encouraging the use of benzole as a motor fuel in all countries, and the standardization of benzole specifications. Both English and German benzole producers already have their separate organisation for marketing benzole, which is sold mainly in the form of a blended mixture. The marketing organisation in this country, which is owned and controlled entirely by the producers of British benzole, is the National Benzole Company, Limited, and the form in which the British benzole is sold is as an admixture branded as National Benzole Mixture. The use of benzole as a motor fuel is becoming increasingly popular in both England and Germany.

Ball and Roller Bearings.—The Universal Ball Bearing Repair and Manufacturing Co., 111 & 115, The Grove, Hammersmith, London, W.6, have sent us their abridged ball and roller bearing price list for 1930. The firm are factors, manufacturers and repairers of ball bearings. The ball bearings stocked are Hoffmann, Skefko, S.R.O., M.A.B., R.I.V., F. & S., Norma, R. & M., R.F.B., Auto., N.D., N.K.A., Auto, Bock, Timken, Hoffmann, Hyatt. The firm states that repairing bearings is their speciality. All sizes of steel balls and rollers and phosphor bronze balls are stocked and special thrust and journal bearings are manufactured to specification.

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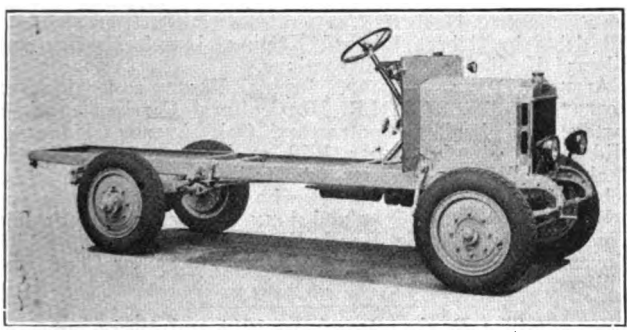
The New W. & G. 30-cwt. Chassis.

THE serviceable and attractive chassis shown in the illustration is the new W. & G. 30-cwt. model manufactured by W. & G. du Cros, Ltd., Acton, London, W.3. It is specially built for handiness in traffic and speed when used for long distance delivery. It is a sturdily built vehicle fitted with long and flexible springs and 32 in. by 5 in. and 32 in. by 6 in. Dunlop pneumatic tyres, singles both front and rear, fitted on steel disc wheels. The engine is a four cylinder monobloc casting 89 m.m. bore and 120 m.m. stroke, giving 19.6 h.p. R.A.C. rating. Lubrication is by pump. The carburetter is a Zenith and ignition is by Simms magneto which is driven in tandem



THE W. & G. STANDARD 30-CWT. CHASSIS.

with the dynamo on the left side of the engine. The carburetter is fed by gravity from the tank on the dash. Power is transmitted through a multiple plate clutch to a three speed gear box with central change. The rear axle is a steel casing which carries the whole weight of the vehicle and it houses the worm drive and differential. Both hand and foot brakes operate expanding shoes on rear wheel brake drums. The equipment includes a five light electric lighting set, electric horn, speedometer and mileage indicator. The wheelbase is 10 ft. 7¾ in., overall length 16 ft. 1 in., and the measurement from the back of the driver's seat to the end of the frame is 8 ft. 6 in.

A.E.C. Horse Boxes.

WE have received a booklet from the Associated Equipment Co., Ltd., Southall, Middlesex describing and illustrating a special horse box mounted on an A.E.C. "Reliance" 6-cylinder 95 h.p. chassis. The booklet is entitled "From Stable to Stable." The bodywork of the horse box, it is stated, is by A. P. Hammond of Newmarket. The box can be built to hold either two or four horses. The framing of the box is built of best selected ash, and the exterior is panelled in Venesta Plymax. A special low loading ramp is built on either side of the vehicle and the patent Monarch door spring enables each ramp to be easily raised and lowered by one man. Behind the ramps are two swing doors which open outward over the lowered ramp and form guides over the sides making for safe loading.

The partitions are faced 42 inches up, and 12 inches along the surface of the floor from the sides and ends with 20 gauge motor panel steel in order to prevent damage by the kicking of restive horses and at the same time it prevents moisture reaching the timbers. The floor of the stalls is made of oak boards and each stall has two drains provided with metal scoops and wind shields to prevent draughts from coming up into the stalls.

The horses' fore feet stand on cocoa fibre mats over a resilient and semi-pneumatic rubber mat in each stall. These can be easily folded for spraying and washing. The centre bales are framed in ash with a stout diagonal brace, and are swung on hinges at the rear end of the stalls. These, with the swinging head bales and chest boards, are well padded with horsehair, and then covered with washable canvas instead of the more usual insanitary matting.

A special feature of the box is that either of the two stalls can be used as a loose box by removing the posts on which the centre bales are hung. This with the adjustable chest boards gives a clean smooth loose box with no projections. The centre portion of the horsebox forms a grooms' compartment, having a separate door and adjustable windows with seating and forage accommodation. All doors and bales are fixed by spring loaded keys, or by self-locking, and flush fitting bolts. The mangers (one for each horse), are let into well made lockers.

The ventilation of the horse box is excellent, there being six special air-vac ventilators fitted in the satin walnut roof, and all round the sides of the vehicle there are circular ventilators, groups of which may be opened and closed at will. A horse box of this description was to be seen on the A.E.C. stand at the Royal Agricultural Show, Harrogate.

A New 3-Point Oil Fountain.

THE illustration herewith shows generally the new type of 3-point oil fountain, recently introduced by the Sydney Smith Patent Pump Co., Ltd., Aldwych House, W.C.2.

This unit has been prepared specifically to meet the requirements of oil companies, which prefer to have their most popular brands served from the one unit.

THE SYDNEY SMITH PATENT PUMP CO.'S NEW 3-POINT OIL FOUNTAIN.

The constructional detail of this new device is based on the same principles as this Company's 6-point unit, namely, vacuum-operated filling of the oil to the visible glass containers, and pressure discharge, although many modifications have been introduced into this 3-point unit, as a direct result of the two years' experience the Company has had with its earlier type of "Straight Six" oil fountain.

The great advantage of this unit, apart from its exclusiveness, is that the oil drums or barrels can be housed at any distance, within reason, from the fountain itself. They may be carried above the unit, or underground, or alternatively can be housed in any convenient store.

The working operations are perfectly simple. The handle of the cock under the container to be charged, is set to the "fill" position. The pedal is then depressed to the extent of its travel, the suction thus produced drawing the oil from the store to the container. The cock-handle is then set to the "shut" position. To serve, the cock-handle is set to the "serve" position, and the pedal is released, the whole operation of filling and discharging occupying a matter of seconds.

One important improvement incorporated in this machine, is the fitting of a hand-lever, which works either in conjunction with, or independently of the pedal. The whole unit is brilliantly illuminated at night. It is made of heavy gauge steel, and when locked, is self-contained and free from any unauthorised interference.

We understand that substantial orders have been placed for this 3-point oil fountain by the leading oil companies.

Sydney Smith have also added to their range during the year, two other units which are of the portable and self-contained types, the same principle of design being applied in both cases.

A.E.C. Monthly Gazette.—There are still, perhaps, some firms and individuals operating A.E.C. vehicles who may not be receiving regularly a copy of the monthly magazine issued by The Associated Equipment Co., Ltd. We are asked to state that the Company will be pleased to send a copy each month to any user of A.E.C. vehicles or any persons interested in Motor Transport. Enquiries should be addressed to Publicity Department, Associated Equipment Co., Ltd., Southall, Middlesex.

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County Court Judgments.

THE following returns from the Registry of County Courts' Judgments, Whitehall, have been received relating to judgments entered up in the respective County Courts of England and Wales. Publication does not imply inability to pay. Many judgments may have been settled between the parties or paid. Judgments settled otherwise than through the Court may appear unless "satisfaction" is entered up within twenty-one days from judgment or allocatur. Registered judgments are not necessarily for debts. They may be for damages or otherwise, they may relate to actions *bona fide* contested between the parties, or they may be against defendants, liable in a representative capacity, and not personally; but no distinction is made on the register. Judgments are not returned to registry if satisfied in Court books within twenty-one days.

H. W. Cooper, 37 North Street, Doncaster, haulage contractor. £35/2/2. November 12th.

H. Hooper, Farmville Road, Cardiff, char-a-banc proprietor. £28/11/7. November 12th.

Chas. Young, Spring Gardens, Alresford, Hants., haulage contractor. £28/5/5. October 31st.

Jas. Knight and Hy. Knight, 99 Coke Street, Mansfield Woodhouse, Notts., haulage contractors. £92/13/0. November 18th.

Ernest Wyatt, Fairfield, Milverton, Som., haulier. £28/7/2. November 8th.

A. E. Habbershawl, 1 Ferndale, Lambert Street, Hull, haulage contractor. £49/4/5. October 11th.

Harry E. Smith, 6 Trinity Grove, Bridlington, Yorks., transport proprietor. £43/2/9. November 4th.

Cecil Ward Carter, 7 Graisley Street, Wolverhampton, haulage contractor. £61/15/5. October 28th.

Leo Barsanti, 68, Ruby Street, Byker, Newcastle-on-Tyne, haulage contractor. £40/5/5 October 11th.

Wilfred Redfern, 1, Clipstone Road, Forest Town, Notts., haulage contractor. £49/5/0. November 25th.

Ferns & Son, 29, Nelson Street, Leek, Staffs., haulage contractors. £31/17/8. November 19th.

Powell & Bailey, 24, Wood Street, Burslem, Staffs., hauliers. £60/19/0. November 18th.

Jas. Gray, Devon-cot, Weston, Leamington Spa, haulage contractor. £28/3/6. November 19th.

Clifford Bartle, 50, Seaforth Road, Leeds, haulage contractor. £29/14/6. November 18th.

Geo. Henry Pickering, 2, Howard Street, Scarborough, carter. £25/13/6. November 5th.

Geo. Holt, 38, Rope Street, Oldham, carrier. £66/7/9. November 7th.

Arthur Butcher, 86, Boleyn Road, Dalston, London, E., cartage contractor. £33/7/1. November 13th.

A. T. Peachey, 112, Brondesbury Road, Kilburn, London, N.W., haulage contractor. £40/17/2. November 29th.

Geo. T. Lord, 45, St. Matthias Road, Nottingham, haulage contractor and coal merchant. £91/7/0. November 22nd.

Butler & Clarkson (Ipswich), Ltd., 19, Clarkson Street, Ipswich, motor coach proprietors, £51/6/8. November 19th.

Richard Pharo, Brookley Farm, Badshot Lea, Farnham, Surrey, haulage contractor. £36/1/9. November 15th.

Walter Plues, Water Skellgate, Ripon, York., carter. £23/16/2. November 27th.

R. Ivor Hughes, Bryn Morfa, Conway, Caernarvon, haulier. £58/9/1. November 22nd.

Richard Evans, 81, Plymouth Street, Merthyr Tydfil, Glamorgan, haulier. £28/3/6. November 13th.

David J. Williams, 12, Bryntaff, Aberfan, Glamorgan, haulier. £49/10/0. November 13th.

Vincent A. East, Tile House, Botley, nr. Chesham, haulage contractor. £45/1/6. November 18th.

G. W. Harrison, South Bank, Wisbech, Cambs., haulage contractor. £42/8/2. December 9th.

A. Slade, Wigston Street, Leicester, general carter. £22/4/10. December 7th.

Chas. Adams, 58, Rhodeswell Road, Limehouse, London, E., carman and contractor. £25/3/2. November 21st.

W. Hall, Handy Cottage, Burnham Market, Norfolk, haulage contractor. £33/0/2. December 10th.

F. Dawes, 9, Clares-la, Oakengates, Salop, haulier. £26/2/1. December 11th.

Stanley Bros., Heath End, Pelsall, Walsall, Staffs., hauliers. £22/1/3. November 28th.

Wilkinsons Transport, Ltd., Newmarket Road, Bury-St.-Edmunds, haulage contractors. £35/6/4. November 29th.

A. E. Davey, 103, Ingram Crescent, Portslade, Sussex, haulage contractor. £23/3/8. November 22nd.

The Gazette.

Dissolutions of Partnership.

WILLIAM ERNEST BROCKBANK, and JOSEPH ROBERT DUXBURY, trading as Duxbury and Brockbank, motor engineers, motor garage proprietors, taxi proprietors and motor haulage contractors, Whalley Road Garage, Read, near Blackburn, Lancashire. 20th January, 1930. All debts by Joseph Robert Duxbury, who will continue.

REUBEN SMITH and WILLIAM HAROLD IVE, trading as Smith & Ive, haulage contractors and carriers, Central Garage, Otley Road, Guiseley, Yorks. 7th January, 1930. All debts by William Harold Ive.

ALBERT EDWARD KEELING; JOSEPH KEELING; EDWARD KEELING, and HERBERT WEBSTER, trading as A. E. Keeling & Sons, motor engineers, haulage contractors and motor bus proprietors, 229 Kirkstall Road, Leeds. 1st January, 1930, so far as concerns Herbert Webster, who retires from the firm. All debts by Albert Edward Keeling, Joseph Keeling and Edward Keeling, who will continue.

ALBERT DAVID HOWARD, JOSEPH PEAKE and WILLIAM ROBERTS, trading as P.H.R. Horticultural Carriers, carriers, cartage and haulage contractors, Oak Avenue, Hampton, Middlesex. 31st December, 1929, so far as concerns Joseph Peake and William Roberts, who retire from the firm. All debts by Albert David Howard, who will continue.

BENJAMIN ARTHUR COPE and JOHN LYNAM, trading as Ben Cope, carriers, Union Road, Ilkeston, Derbyshire. 14th November, 1929. All debts by Benjamin Arthur Cope, who will continue.

The Bankruptcy Acts, 1914 and 1926.
Bankruptcy Proceedings.

OSWALD NEWTON RHODES, Pear Tree Cottage, Thorner, near Leeds, lately Bardsley, near Leeds, haulage contractor. Receiving order and order of adjudication, December 30th, 1929.

ALBERT ROBINSON, 66, West Parade, Kingston-upon-Hull, lately Eastgate, Hessle, East Riding, Yorkshire, haulage contractor. Receiving order and order of adjudication, December 30th, 1929.

ALFRED HOLMES, 63 Bridgeman Street, Bolton, Lancashire, lately haulage contractor. Receiving order January 7th and order of adjudication January 13th, 1930. Public examination March 11th, at Bolton.

THOMAS ARTHUR WALMSLEY, 90 Leigh Terrace, Read, Lancashire, carrier, etc. Receiving order and order of adjudication, January 6th.

Notices of Intended Dividend.

WILLIAM JONES, 189 Cleveland Street, Birkenhead, Cheshire, haulage contractor. No. 19 of 1929. Claims to James Allcorn, Government Buildings, Victoria Street, Liverpool, Official Receiver.

JAMES BURTON BUCKLEY and THOMAS COLLINGE, trading as Buckley and Collinge, Ralph Street, Shaw near Oldham, Lancashire, haulage contractors. No. 1 of 1929. Claims to John Davis Turner, Byrom Street, Manchester, Official Receiver.

ROBERT BROOKER, Hartley House Yard, Crawley Down, Sussex, cartage contractor. No 9 of 1929. Claims to R. William Cave, 12a Marlborough Place, Brighton, Official Receiver.

ELI WEST trading as E. West & Son, Brentwood Road, Blackmore, Essex, haulage contractor. No. 3 of 1929. Claims to Alan Haston Hadden, 24 Old Square, Lincoln's Inn, London, W.C.1.

OWEN ALBERT TAYLOR, 10, Whiterock Place, Southwick, Sussex, lately "Laurel Dene," Lower Road, Kingston by Sea, and formerly 137, Albion Street, Southwick, both Sussex, haulage contractor. No. 4 of 1929. Claims to R. William Cave, 12a Marlborough Place, Brighton, Official Receiver.

Notices of Dividend.

FRANK RIVERS, Nine Mile Ride, Wokingham, Berks., haulage contractor. No. 13 of 1928. First and final of 4/5d in the £ payable at the office of the Official Receiver, 29 Russell Square, London, W.C.1.

GEORGE HENRY DAVEY, trading as Davey & Son, South View, Kevingham, East Riding, Yorkshire, haulage contractor. No 50 of 1929. First and final of 2/11d. in the £ payable at the Official Receiver's Office 37 Scale Lane Hull.

JOSEPH JOHN TAYLOR, Warstock Farm, King's Heath, Birmingham, haulier, etc. No. 24 of 1929. First and final of 8¾d. in the £ payable at the Official Receiver's Office, 191 Corporation Street, Birmingham.

The Companies Acts.
Notice of Intended Dividend.

THE RHINE AND SEA TRANSPORT COMPANY, LIMITED, 65 London Wall, London. No 00212 of 1917. Claims to George Digby Penys, Senior Official Receiver and Liquidator, 33 Carey Street, Lincoln's Inn, London, W.C.2.

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New Companies.

Green's Haulage, Ltd. (244,411).—Private Company. Registered December 18th. Capital £500 in £1 shares. Objects: To carry on the business of haulage contractors, etc. The directors are: B. Green, Miss/ F. Green. Registered office: 101, Beverley Road, Hull.

Compass Transport Company, Ltd. (244,483).—Private Company. Registered December 20th. Capital £500 in £1 shares. Objects: To charter, build or otherwise acquire motor and horse drawn vehicles, ships or aeroplanes, and to carry on the business of carriers and transport agents, etc. The directors are: A. D. Thomson, B. E. Thomson, K. D. Thomson. Registered office: 142/6, Finsbury Pavement House, E.C.2.

Pullman Lounge Coaches, Limited. (244,520).—Private Company. Registered December 21st. Capital £15,000 in 7,500 7½ per cent. cumulative participating preference shares of £1 and 15,000 shares of 10/- each. Objects: To acquire the business of H. S. Pratt, trading as "Pullman Lounge Coaches" at Southtown, Gt. Yarmouth, to construct, maintain, and work motor coaches, omnibuses, etc. The directors are: H. S. Pratt, C. L. Pratt, H. J. Maddieson. Secretary: H. F. Bacon. Registered office: 81, Southtown Road, Great Yarmouth.

Chris. Miller, Ltd. (244,869).—Private Company. Registered January 4th. Capital £8,000 in £1 shares. Objects: To acquire the business of a haulage contractor, carter, etc., carried on at Mona Garage, Croft Street, Preston, as Chris. Miller, etc.; to carry on the business of haulage and transport contractors, carriers, and carters, constructional engineers, proprietors of motor omnibuses, tractors and carriages, garage proprietors, etc. The directors are: C. Miller, J. Miller and A. Miller. C. Miller is permanent director and chairman. Secretary: C. Harrison. Registered office: Mona Garage, Croft Street, Preston.

Collingwood Motor Engineering Company, Limited. (15,819).—Private Company. Registered January 7th in Edinburgh. Capital £1,000 in £1 shares. Objects: To carry on the business of motor engineers, motor vehicle owners and hirers, haulage and general contractors, etc. The first directors are: Margaret Munn, D. M. Smith. Secretary: J. C. Muir. Registered office: 69, Possil Road, Glasgow, C.4.

M. E. M. Blackburn & Company, Limited. (244,948).—Private Company. Registered January 8th. Capital £300 in £1 shares. Objects: To acquire the business of M. E. M. Blackburn hitherto carried on by him and to carry on the business of general carriers, forwarding agents, bonded and common carmen, runners of motor vans, lorries, waggons, trucks, carts, coaches, chars-a-banc, omnibuses, etc. M. E. M. Blackburn is permanent governing director and chairman. Registered office: 150, Regent Street, W.1.

Industrial Motors (Greetland), Ltd. (244,937).—Private Company. Registered January 8th. Capital £2,000 in £1 shares. Objects: To carry on public motor services, and the business of proprietors of motor omnibuses, motor chars-a-banc, touring carriages, etc. The first directors are to be appointed by the subscribers.

Newman's Express, Ltd. (244,981).—Private Company. Registered January 9th. Capital £2,000 in 1,900 8 per cent. preference shares of £1 each and 1,000 ordinary shares of 2/- each. Objects: To carry on the business of omnibus and char-a-banc proprietors, proprietors of hackney carriages and taxicabs, etc. The permanent directors are: F. S. Collis, P. W. Newman.

W. F. McNab & Company, Limited. (244,990).—Private Company. Registered January 9th. Capital £250 in £1 shares. Objects: To acquire the business of a haulage contractor and carrier carried on by A. C. McNab at 14, Buckingham Road, Edgware, as "W. F. McNab & Co." The first directors (to number not less than 2 nor more than 3) are: A. C. McNab, A. L. Morgan. Registered office: 14, Buckingham Road, Edgware.

Collister & Co., Limited. (245,016).—Private Company. Registered January 11th. Capital £1,000 in £1 shares. Objects: To carry on the business of shipping, forwarding, haulage, transport and general removal contractors, packers, carriers and transporters, aviation, forwarding, shipping and general agents, storage and garage proprietors, etc. The first directors are not named.

R. W. Watkinson, Ltd. (245,055).—Private Company. Registered January 13th. Capital £1,000 in £1 shares. Objects: To acquire the business of a road transport contractor carried on by R. W. Watkinson at Apson Chambers, 68, Albion Street, Leeds. The first directors (to number not less than 2 nor more than 5) are: J. Hartley, R. W. Watkinson (both permanent).

Lacey's (East Ham), Ltd. (245,050).—Private Company. Registered January 13th. Capital £7,500 in £1 shares. Objects: To carry on the business of haulage and transport contractors formerly carried on by O. de Rosario, C. M. J. L. de Rosario, and W. T. Lacey, at 254, Barking Road, East Ham, and that of jobmasters, motor coach, omnibus and motor car proprietors, etc. The first directors (to number not less than 2 nor more than 5) are: O. de Rosario (managing director), C. M. J. L. de Rosario, W. T. Lacey (all permanent). Secretary: C. M. J. L. de Rosario. Registered office: 254, Barking Road, East Ham.

Wendrome Motor Services, Ltd. (245,113).—Private Company. Registered January 15th. Capital £6,000 in 4,000 cumulative participating preference shares of £1 each and 20,000 ordinary shares of 2/- each. The cumulative participating preference shares confer the right to a fixed cumulative dividend of 10 per cent., and subject to a dividend of 10 per cent. on the ordinary shares, to 25 per cent. of the surplus profits available for dividend in any year. Objects: To carry on the motor transport business formerly carried on by H. Smith and C. W. Neate, to run motor omnibuses, and to carry on the business of garage, aerodrome and carriage proprietors, etc. The directors (to number not less than 2 nor more than 5) are: H. Smith (chairman), C. W. Neate (both permanent).

Henry Long & Sons (Manningham), Ltd. (245,128).—Private Company. Registered January 16th. Capital £8,000 in £1 shares. Objects: To carry on the business of proprietors and letters on hire of motor cars, cabs, chars-a-banc, lorries, vans, omnibuses and vehicles of all kinds, carriers haulage and transport contractors, railway, forwarding and passenger agents, etc. The first directors (to number not less than 2 nor more than 5) are: Hannah Long (permanent), J. Long, F. Long, N. C. Mansley, C. Whitley.

Liverpool Cartage Company, Ltd. (245,134).—Private Company. Registered January 16th. Capital £60,000 in £1 shares. Objects: To adopt agreements (1) with Thomas Allen, Ltd., and (2) with Elder Dempster & Co., Ltd., to acquire and hold shares, stocks, debentures or other securities and to carry on the business of carriers by land, sea or air, transport, freight, cartage, haulage or general contractors, ship and barge owners, lightermen, carmen, railway or forwarding agents, etc. The directors are: Sir Alfred H. Read, J.P., J. H. Sharrock, R. W. G. Barnett, P. R. Turner. Secretary: J. D. Copp. Registered office: 2, Strand Street, Liverpool.

Modern Travel, Ltd. (245,159).—Private Company. Registered January 17th. Capital £2,000 in 2,000 8 per cent. preference shares of 10/- each and 20,000 ordinary shares of 1/- each. Objects: To carry on the business of motor omnibus and coach proprietors formerly carried on by A. M. Kemp-Gee, as "Modern Travel Services" at Southampton. The first directors (to number not less than 2 nor more than 5) are: A. M. Kemp-Gee, W. G. Darvill, H. W. Cusworth. Secretary: W. G. Darvill. Registered office: 68, St. Mary's Road, Southampton.

Norwest Transport, Limited. (245,160).—Private Company. Registered January 17th. Capital £100 in £1 shares. Objects: To carry on the business of shipowners, bargeowners, lightermen and carriers of passengers and goods, railway, shipping, forwarding and transport agents, etc. The directors are: G. V. Engert, Kathleen V. Engert, F. R. Curson, A. Dickson. Secretary: A. Dickson. Registered office: 9, The Viaduct, South Harrow.

Rowlands Gill Haulage Co., Limited. (245,183).—Private Company. Registered January 18th. Capital £1,000 in £1 shares. Objects: To carry on the business of haulage contractors formerly carried on by W. E. Parker as the Kepwick Haulage Company at "Riversdale," Rowlands Gill, Co. Durham. The first directors (to number not less than 2 nor more than 5) are: W. E. Parker (permanent), R. W. Snaith. Registered office: "Riversdale," Rowlands Gill, Co. Durham.

District Omnibus Services, Ltd. (245,196).—Private Company. Registered January 20th. Capital £2,000 in £1 shares. Objects: To carry on the business of constructors, maintainers and workers of omnibuses, motor vans, motor cars, traction engines, garages, etc. The directors are: H. Lintott (permanent director and chairman), Mrs. D. E. Lintott.

Cattermoles (Transport), Ltd. (245,351).—Private Company. Registered January 27th. Capital £1,000 in £1 shares (500 "A" ordinary and 500 "B" ordinary). Objects: To acquire the business of a cartage contractor formerly part of the business of H. Cattermole & Sons, Ltd., and now carried on by F. G. Voller at Union Mews, Orleston

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Road, Islington, and 3, Furlong Road, Islington. F. G. Voller shall be permanent managing director.

Irish and General Travel Association, Ltd. (15,834).—Private Company. Registered in Edinburgh January 28th. Capital £200 in £1 shares. Objects: To carry on the business of tourist, travel, railway and forwarding agents, garage keepers, proprietors and hirers of motor omnibuses, motor cars, etc. The first directors are not named.

Modern Super Coaches, Ltd. (245,378).—Private Company. Registered January 28th. Capital £4,300 in £1 shares. Objects: To carry on the business of motor coach proprietors formerly carried on by Vine & Wells at 4, Tramway Avenue, Lower Edmonton, N., and that of carriers of passengers and goods, etc. The first directors (to number not less than 2 nor more than 7) are: E. L. Vine (chairman and managing director), W. A. Wells. Registered office: 4, Tramway Avenue, Lower Edmonton, N.

Calder Carrying Company, Ltd. (245,405).—Private Company. Registered January 29th. Capital £5,000 in £1 shares. Objects: To acquire the business carried on by the Calder Carrying Co. at Halifax and elsewhere, and to carry on the business of common, private and other carriers, general transport agents by land, water and air, etc. The directors are: T. Nevin, W. H. Wilson, G. R. C. Fox, F. E. Wright, J. Morton, A. W. Horsfall.

J. B. Brown (London), Ltd. (245,410).—Private Company. Registered January 29th. Capital £2,000 in £1 shares. Objects: To carry on the business of transport contractors and general engineers formerly carried on by J. B. Brown, W. Robinson and E. E. Hulcoop at 29, Dovedale Road, S.E.22, and 18a, Nunhead Lane, S.E.15, and that of coach builders and motor agents, cab, car, omnibus and van proprietors, etc. The first directors (to number not less than 3 nor more than 5) are: J. B. Brown (chairman), W. Robinson, E. E. Hulcoop (all permanent). Registered office: 18a, Nunhead Lane, Peckham, S.E.15.

Western Star Motorways, Ltd. (245,446).—Private Company. Registered January 30th. Capital £2,000 in £1 shares. Objects: To carry on the business of carriers of goods and passengers, transport agents, proprietors of omnibuses, carriages, motors and other vehicles, railway and forwarding agents, garage keepers, etc. The first directors (to number not less than 2 nor more than 5) are: Miss Alberta Ann Allen and Miss Elizabeth Ann Allen (permanent). Registered office: "Fleur de Lys," Uxbridge Road, Hayes, Middlesex.

Morris Jacobs (General Transport), Ltd. (245,435).—Private Company. Registered January 30th. Capital £100 in £1 shares. Objects: To carry on the business of haulage contractors, transport agents, general carriers, hackney carriage owners, etc. The permanent directors are: M. Jacobs, Mrs. Amelia Jacobs, C. A. Bowyer.

Ardwick Haulage & Engineering Company, Ltd. (245,447).—Private Company. Registered January 31st. Capital £2,000 in £1 shares. Objects: To carry on the business of haulage contractors, furniture removers, and garage proprietors as formerly carried on by E. O. Ainsworth at 1 and 4, Brodie Street, Ardwick, Manchester, and that of motor omnibus, tractor and carriage proprietors, etc. The directors are: E. O. Ainsworth (permanent chairman and governing director), W. Rafferty, W. Aldred. Secretary: W. Rafferty.

H. Cox & Sons, Ltd. (245,480).—Private Company. Registered February 1st. Capital £4,000 in £1 shares. Objects: To carry on the business of motor haulage contractors, general carriers, railway and forwarding agents, warehousemen, household furniture removers or warehousemen, etc. The directors are: F. J. Cox (permanent), F. Cox.

Mortgages, Charges and Satisfactions.

Renown Traction Company, Ltd.—Debenture dated December 30th, 1929, to secure £1,940, charged on the company's undertaking and property, present and future, including uncalled capital. Holder: Christopher Dodson, Ltd., Cobbold Road, Willesden, N.W.

Coulson and Company, Ltd.—Issue on December 31st, 1929, of £1,000 debentures, part of a series already registered.

Wm. Hill & Son (Carriers), Ltd.—Mortgage dated January 1st, 1930, to secure £1,000, charged on properties, etc., in Leeds. Holders: W. A. Lupton and J. P. Wilson, Leeds, both solicitors, trading as "Lupton and Fawcett."

Westminster Omnibus Company, Ltd.—Second debenture dated January 1st, 1930, to secure £4,800, charged on the company's undertaking and property, present and future, including uncalled capital. Holder: C. Dodson, Cobbold Road, Willesden, N.W.10.

Cliffords (Fulham), Ltd.—Particulars filed of £28,000 debentures authorised January 3rd, 1930, charged on the company's undertaking and property, present and future, including uncalled capital, the whole amount being now issued.

Janes Bros. (Contractors), Ltd.—Debenture charged on the company's undertaking and property, present and future, including uncalled capital, dated January 6th, 1930, to secure all moneys due or to become due from the company to Barclays Bank, Ltd.

W. Wakley & Sons, Ltd.—Mortgage debenture charged on the company's undertaking and property, present and future, including uncalled capital, dated January 8th, 1930, to secure all moneys due or about to become due from the company to Barclays Bank, Ltd.

Builders Materials Transport Company, Ltd.—Debenture charged on the company's undertaking and property, present and future, including uncalled capital, dated January 10th, 1930, to secure all moneys due or to become due from the company to Lloyds Bank, Ltd.

Receiverships (Appointment or Release).

New Brighton Motor Coach Company, Ltd.—J. G. Hurst, of 51, North John Street, Liverpool, was appointed Receiver on December 13th, under powers contained in debenture dated June 13th, 1929.

Sharland, Limited.—M. E. Hunt, of Waverley Garage, Holdenhurst Road, Bournemouth, was appointed Receiver and Manager on December 20th, 1929, under powers contained in debentures dated September 8th, 1928.

Sullivan Motor Transport Company, Ltd.—C. Latham, of 78, New Oxford Street, W.C.1, ceased to act as Receiver and Manager on January 3rd, 1930.

A. H. Wray & Co., Ltd.—H. C. E. Miller, of 52/53, Cheapside, E.C.2, ceased to act as Receiver and/or Manager on January 4th, 1930.

Eniway Motor Tours, Ltd.—W. H. Arden, C.A., of 55, Brown Street, Manchester, was appointed Receiver on January 15th, 1930, under powers contained in instrument dated September 12th, 1929.

A. Sedgwick & Co., Limited.—T. C. Parkin, C.A., of Sheffield, was appointed Receiver and Manager on January 28th, 1930, under powers contained in debenture dated May 6th, 1929.

NOTICES

The World's Carriers is published monthly, on the 15th of each month. Annual Subscription, including **World's Carriers Year Book and Diary**, £1 1s., post free.

Advertisement tariff sent on request.

The Editor, while promising to give prompt consideration to any articles, notes, drawings, or photographs submitted, disclaims all liability in connection with contributions sent in voluntarily. If a properly addressed and stamped envelope is forwarded, every effort will be made to return rejected contributions.

Books, pamphlets, prospectuses, and newspapers (the latter having any special item conspicuously marked) should be addressed to the Editor.

All remittances should be made payable to "**The Carriers Publishing Company, Ltd.**," Bangor House, 68 & 69 Shoe Lane, London, E.C.4, and crossed "Midland Bank, Ltd."

Telegrams: KARRIWORL, LUD, LONDON. **Telephone:** CENTRAL 6068 (2 lines).

Our Information Bureau.

FOR THE INFORMATION OF OUR SUBSCRIBERS we have recorded the names of General Carriers, Furniture Removers, Motor Haulage Contractors, and Forwarding Agents in all parts of the world.

Any subscriber requiring the name and address of a carrier, motor transport contractor, furniture remover, or forwarding agent in any particular town can obtain the information by writing us and enclosing a stamped addressed envelope.

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Information and advice can be obtained relating to Road Transport matters and concerning Motor Vehicles, such as Buses, Lorries, Steam Wagons, Delivery Vans and Tractors.

"THE WORLD'S CARRIERS."

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FEBRUARY, 1930.

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The
World's Carriers
AND
Carrying Trades' Review
A MONTHLY RECORD OF THE CARRYING TRADES OF THE WORLD.

VOL. XXVI.—No. 306. MARCH 15, 1930. [ANNUAL SUBSCRIPTION, £1 1s. (INCLUDING YEAR BOOK AND DIARY).

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The Growing Importance of Air Travel.

IT is reported that the removal of the London Air Port from Croydon to some site near to the city is under consideration. This is significant of the growing importance of air transport. The cost of making such a move would be enormous, but even its contemplation is sufficient to show how rapid is the progress of civil aviation. The rapidity of the growth of suburban London is of course a factor which makes it necessary to look well ahead of immediate requirements and it may well be that, eventually, these requirements will become so great that an aerodrome in the centre of the Metropolis itself will be regarded as a necessity whatever the expense may be. There is still a great shortage of houses but, with the growing tendency to migration to the suburban districts, in a few years time it may be possible to demolish one of the extensive slum areas and use the site for an aerodrome instead of for flats or factories. But speculation of this kind is not the object of this article; it is to draw attention to the ever growing popularity of air travel and also the transport by air of such commodities for which rapidity of delivery more than compensates for the additional cost of carriage. Although we are sufficiently accustomed now to the aeroplane that we scarcely trouble to look up when we hear one in the sky, still when living off the trade routes we can form little opinion of the increase in numbers taking the air. It is only when schemes of the magnitude of the one to which we now refer, are brought to our notice that we begin to realise that air transport has already become an established and important factor in the business life of the nation. The railways have taken a lesson from their former dilatoriness in recognising a formidable rival in road transport and have lost no time in acquiring air transport powers and putting them into practice. The proposal to move the London air port nearer to the centre of the city suggests that it is equally urgent for local authorities, who may have already selected sites for their aerodromes, to reconsider them with a view to locating them nearer to the centres of their cities. In all forms of transport the avoidance of terminal delays is important. In the case of flying over great distances such delays are relatively unimportant to the time saved; but for flying within the boundaries of our own shores, terminal delays may easily be much longer than the time occupied in transport itself. We have been assured for some ten years past and we continue to be assured by air experts, that we are as yet only on the threshold of air transport development. Also we continue to be assured by those who do not wish to be convinced, that air transport is never likely to become a self-supporting commercial proposition. It is curious that though the man in the street has accepted the motor car, he cannot bring himself to believe that aircraft can possibly become of equal importance in its own sphere of utility. We are still rather inclined to disbelieve in spite of the evidence of facts. The experts have already justified their belief and the headway they have made is even beyond their expectations. Our first aerodromes were no more than crudely levelled grass fields. To-day the rapidly increasing frequency of use requires a well paved surface, the provision of which is already beginning to exercise the ingenuity of engineers. In the event of another war, in addition to actual fighting planes, it might be that we would have to depend largely upon air transport for food supplies and, in this connection it is interesting to note that the Air Service branch of the War Department has succeeded in extracting from a Government notably reluctant to increase expenditure on the fighting forces, an extra million pounds sterling or thereabout, for air service development. Private flying is also being encouraged and is making satisfactory progress though it has not yet taken hold of the people as a popular pastime such as that of motoring. The future of the airship is as yet purely a matter for speculation. It labours against many disadvantages which time alone can prove whether they can be overcome or not. Air transport, in all its different aspects is perhaps the most fascinating of all modern engineering achievements, and even though it is acknowledged to be only on the threshold of development there is ample evidence that it has long passed its babyhood and already reached a state of lusty youth.

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Comment on Current Topics.

Taxation and the Heavy Oil Engined Lorry.

The motor industry, including manufacturer and user, is kept in a continual state of uncertainty and anxiety with regard to what new rules and regulations are to be enacted for it and what further taxation it may have to bear. Not only is the fate of the McKenna duties causing unrest amongst motor manufacturers, but there are also new rumours that the petrol tax is to be increased in order to permit reduction of the horse power. Mr. Snowden, however, has not been remarkably communicative as to what his budget is to contain, but it may be taken for granted that though he may alter the incidence of taxation there will be no reduction in the total amount collected. If he removes the McKenna duties he will impose them on the motorist in another way and it will then be the home industry which will have to bear the brunt. The private motorist has always pressed for petrol taxation in lieu of the horse power tax and no doubt, as far as he is concerned, the principle is a good one as he would then pay exactly in proportion to his car mileage. But for the business motorist such a change of incidence would be a very serious matter. The business motorist to-day is not only he who employs commercial vehicles. The use of the motor car has entirely changed the business system of the country and there are probably as many owners of private motor cars using their cars all day and everyday for business purposes as there are those who use them entirely for pleasure. It is only the week-end motorist who would have cause for hailing with delight a petrol tax, in lieu of a horse power tax. It is evident then that a petrol tax would be a direct blow to industry itself because the industrial motor user would have to pay the largest share. The heaviest sufferers, however, would be the public service passenger and goods transport owners. Undoubtedly the effect of the last imposed petrol tax has been to stimulate the development of the heavy oil engine for heavy motor cars and a very great deal of progress has already been made. We have recently described several of these heavy oil engine vehicles in these pages and, on another page of this issue, we illustrate and describe a single-deck bus so fitted, the first of its kind in this country. The importance of this development cannot be exaggerated as it provides a means of economising to the extent of from 10/- to 15/- per hundred mile journey for the classes of vehicle for which it is at present suitable. An ordinary double-deck bus uses approximately 20 gallons of petrol per day and included in the price it is paying for petrol there is 4d. tax, representing 6/8 per day or about £114 per year, allowing for only 340 working days. 48-56 seater buses, therefore, are paying approximately £200 per annum in taxation if fitted with pneumatic tyres, or £222 per annum if fitted with solid tyres. An additional 6d. per gallon petrol tax would bring these figures up to £370 and £392 per annum respectively. The tax does not fall quite so heavily on the heavy goods carrying vehicles, unless engaged regularly on long distance transport, in which case it is far heavier, but no wonder every effort is being made to develop the heavy oil engine. Invariably there is a fly in the amber and in this case it is what will happen in the event of the heavy oil engine supplanting the petrol engine to such an extent that there is a serious reduction of revenue from the petrol tax. The advantage the heavy oil engine already offers in respect of fuel is sufficiently alluring to attract users, but an additional petrol tax would make it still more attractive and its growth in popularity would result in a correspondingly greater reduction in petrol tax revenue. The possibility of special taxation is, we believe, the only adverse contingency manufacturers and users of the new type of engine have to fear and even that is somewhat remote. That the price of heavy oil is likely to be increased by its use for motor vehicles we regard as being entirely improbable as the amount they will use will scarcely be appreciable in proportion to the quantity used for all purposes.

Road Transport Working Hours.

The Road Traffic Bill, which is now in the Committee stage in the House of Commons, contains a clause dealing with the number of hours which a driver may work and this has been the subject of long and serious consideration and discussion between the Minister of Transport and the Employers' Associations and the Trade Unions concerned. As a result, an agreed clause has been reached which, as is usual in such cases, is a compromise and does not satisfy either employers or employed. A saving clause, however, has been inserted giving the Minister of Transport, in consultation with the Minister of Labour, power to vary the periods of time prescribed in that clause, provided he is of opinion that such variation is not likely to be detrimental to the public safety. There is a good deal of heart searching amongst members of the trade on this clause, many of whom are of opinion that such a trade as road transport cannot be worked on hard and fast lines and definite hours of labour, as is practicable in other industries. The driver of a motor vehicle is away from the control of his employer and has a very large measure of liberty and must be trusted to carry through his duties without unnecessary and avoidable delay. While we all deprecate such cases as are occasionally heard of where excessively long hours have been worked, to the danger, not only of the driver himself, but of other traffic on the roads, yet in the main the business is carried on with consideration to the driver and he is quite satisfied to complete his journey wherever practicable. Unfortunately in these days business is not allowed to be carried on by such mutual goodwill and understanding, but must be hedged round by legislation and regulations, which are bound to be more or less rigid and not sufficiently elastic to meet the needs of each particular trade. In this issue we have a special article dealing with the Washington Convention as it affects road transport, and in view of the announcement made by the Prime Minister recently that an Hours Bill will shortly be introduced it is of very great importance that every road transport employer should understand the seriousness of the position and give his trade association the utmost support in its efforts to look after and safeguard trade interests.

Manchester Coach Owners.

In this issue we give particulars of what is rightly called an interesting experiment which is to be carried out in Manchester during the coming motor coach season, the arrangements having been made by the combined Transport Owners' Association and the Commercial Motor Users' Association in Manchester. This is a system of co-ordination whereby the individual owners will work together for the improvement of motor coach transport and the alleviation of congestion without in any way affecting their individual standing or attempting to amalgamate their interests financially. The scheme, which will be watched with interest by all private motor coach owners, will undoubtedly be followed in other business centres if it proves workable, as there is every reason to suppose it will, provided the members of the joint association throw themselves wholeheartedly into the work of making it a success. We congratulate Mr. H. Howard Robinson, the Secretary of the combined organisation, upon this well thought out scheme and we hope it will have the success it deserves.

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Personal Notes.

Mr. W. R. Shephard becomes President of the Motor Trade Association.—Mr. W. R. Shephard, the Managing Director of Tilling-Stevens Motors, Ltd., of Maidstone, has been appointed President of the Motor Trade Association. Mr. Shephard was educated at Bablake School, Coventry, where he was a Major Exhibitioner. In his early years he was associated with John Griffiths Cycle Corporation, the B.S.A. Company, and the Dunlop Company, and subsequently gained experience of shipping in Germany and Spain. He joined the Daimler Company at the end of 1901 and there obtained considerable experience of works organisation. He was the Secretary of the Daimler Company 1909-1910, subsequently becoming Managing Director of Italian Daimler Company and afterwards Foreign Sales Manager. During the War he was Personal Assistant to the Controller of Petrol Engines at the inception of the original Air Board, and afterwards Commercial Adviser to the Director of Mechanical Transport Supplies. In the year 1918 Mr. Shephard was made an Officer of the Order of the British Empire. At the conclusion of the War he became Sales Manager of the Daimler Company and was given a seat on the board in 1923, which was retained until the end of 1926. For the last three years Mr. Shephard has been Managing Director of Tilling-Stevens Motors, Ltd., and he is also Chairman of Kent Carriers, Ltd. He was Senior Vice-President of the Motor Trade Association and represented that body at the World Motor Transport Congress in New York in 1926, and again in Rome in 1928.

MR. W. R. SHEPHARD, O.B.E.

Mr. J. L. Clewes Accepts Important Transport Appointment.—Mr. J. L. Clewes has resigned his appointment as Transport Manager to Lipton, Limited, having accepted the position of London Traffic Superintendent to the group of Companies known as Unilever, Limited. He was formerly General Inspector to the Chief Goods Manager of the Midland Railway of England, with which Company he had an exceptionally wide and varied training. He was afterwards General Manager of the Derwent Valley Railway, Yorkshire, and also General Manager and Accountant of the Londonderry and Lough Swilly Co. He came to London at the end of 1916 and held his appointment with Lipton, Limited, for twelve years, during which time he built up an extensive road transport system throughout the British Isles. Mr. Clewes is a Foundation Member of the Institute of Transport, and a Vice-Chairman of the Commercial Motor Users' Association.

Mr. D. Norman Pollock. New Appointment. — Many of our readers will be interested to know that Mr. D. Norman Pollock has recently been appointed Sales Manager with Scammell Lorries, Ltd., of London and Watford. Mr. Pollock was trained as an engineer, serving in the shops of William Beardmore & Co., Ltd., he then joined the Scottish Motor Traction Co., Ltd,. and during this period served for nearly four years during the Great War in the Royal Flying Corps. Some time after the end of the War he came to England and was with Commer Cars, Ltd., Luton, and afterwards with the Saurer Commercial Vehicle Co., Ltd. The best wishes of his many friends will be with him in his new sphere of activities.

MR. D. NORMAN POLLOCK.

M.A.A. New President.—Mr. Walter Welch, of W. H. Welch & Co., of Bristol, has been elected President of the Motor Agents' Association for 1930.

Goodyear Appointment.—The promotion of Mr. A. G. Robertson to the position of General Sales Manager of The Goodyear Tyre & Rubber Company (Great Britain), Limited, whose factory is at Wolverhampton, necessitated the appointment of a new Scottish Manager. Mr. S. Stanger, who has been with Goodyear for some ten years, latterly as their Representative on the Aberdeen territory, has been appointed to this position. Mr. Stanger will take care of Goodyear's interests in Scotland, making his headquarters at their Branch Offices at 61 Bath Street, Glasgow.

Railway Clearing House Civil Engineers' Committee.—Mr. A. Newlands, Chief Engineer of the London, Midland and Scottish Railway, has been elected Chairman of the Railway Clearing House Civil Engineers' Committee for this year.

Coventry Transport Appointment.—Mr. Arnold Arthur Jackson, of Sherwood, Nottingham, has been appointed Deputy Transport Engineer to the Coventry Corporation. Mr. Jackson has been with the Nottingham Corporation Passenger Traffic Department since 1916, and as Chief Assistant for the last four years.

Obituary.

Robert Neal Tough.

WE deeply regret to announce the death on 18th February last of Mr. Robert Neal Tough, who had for many years been the sole proprietor of the well-known firm of Tough and Henderson, Licensed Lightermen, Steam Tug and Barge Owners, of 53 Upper Ground Street, Blackfriars, London, S.E.1.

He was born at Old Barge House, Blackfriars, in 1859, and was the son of Mr. Robert Thomas Tough, the founder of the firm, who are engaged in the carrying trade in the Port of London, and were the pioneers of steam towage on the upper reaches of the River Thames. The firm was established over 70 years ago, and on the death of his father, Mr. R. N. Tough succeeded to the senior partnership in the business, and a few years later, on the retirement of Mr. Henderson, junior, he became the sole proprietor. He was a Freeman of the City of London, a Liveryman of the Merchants Taylors' Company, Past Master of the Carmen's Company, a member of the Council of Master Lightermen and Barge Owners, a member of the Junior Institute of Engineers, a member of the United Wards Club and of the Constitutional Club. Since 1909 he represented the Ministry of Transport on the Thames Conservancy Board, to whom his knowledge of all matters pertaining to the river and the trade generally was of inestimable value. He took a prominent part in many Parliamentary Inquiries and Commissions, always appearing as his own Counsel, and his sound judgment, his business acumen and his particular ability in matters of this kind always ensured him a sympathetic and often successful hearing. In private life he was most hospitable and generous to a degree, and his one aim in life was to make other people happy. He will be much missed and his place will be hard to fill.

Mr. Henry Slater Corney, who has been with Tough and Henderson for 38 years, and Mr. Arthur William Alchin, who is a nephew of the late Mr. R. N. Tough, and has been with the firm since 1908, will continue the management of the business as hitherto.

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Washington Convention.

8 Hour Day—48 Hour Week.

For years past the possibility of this country ratifying the Washington Convention fixing the hours of labour has been hanging, like the Sword of Damocles, over the head of the road transport industry. For some considerable time the prospect of ratification sank into the background, but with the present Labour Government proposing to introduce an Hours Bill based on the Washington Convention it is opportune to give a considered report on the Convention as it would affect road transport employers. We commend to the attention of all our readers this important contribution, which has been specially contributed.—EDITOR.

The Convention was drafted by the General Conference of the International Labour Organisations of the League of Nations at Washington in 1919, held in accordance with the Labour part of the Treaty of Versailles of June 28th, 1919, and of the Treaty of St. Germain on September 10th, 1919.

It provides for the application of the principle of an eight hour day or of the 48 hour week to all industrial undertakings.

TERMS OF THE CONVENTION.

Under Article :—

I. (d) "Transport of passengers or goods by Road" is included as an industrial undertaking.

II. (a) "The working hours . . . shall not exceed eight in the day and 48 in the week" with the exception hereunder provided.

(b) "Where by agreement between employers and workers' representatives the hours of work on one or more days of the week are less than 8, the limit of 8 hours may, by agreement, be exceeded on the remaining days of the week by not more than one hour."

V. In exceptional cases where it is recognised that the provisions of Article 2 cannot be applied, agreements between workers and employers' organisations concerning the daily limit of work over a longer period of time may be given the force of regulations if the Government so decides, but the average number of hours worked shall not exceed 48.

VI. Regulations made by public authority shall determine for industrial undertakings—

(a) The permanent exceptions that may be allowed in preparatory or complementary work which must necessarily be carried on outside the limits laid down for the general working of an establishment, or for certain classes of workers whose work is essentially intermittent.

(b) The temporary exceptions that may be allowed, so that establishments may deal with exceptional cases of pressure of work.

These regulations shall fix the maximum of addition with the organisations of employers and workers concerned, if any such organisations exist. These regulations shall fix the maximum of additional hours in each instance, and the rate of pay for overtime shall not be less than one and one quarter times the regular rate.

VIII. Every employer shall be required to—

(a) Post notices in conspicuous places in the works or other suitable place setting out the hours at which work begins and ends. These hours shall be so fixed that the duration of the work shall not exceed the limits prescribed by this Convention, and when so notified they shall not be changed except with such notice and in such manner as may be approved by the Government.

(b) Notify in the same way such rest periods accorded during the period of work which are not reckoned as part of the working week.

(c) Keep a record in the form prescribed by law or regulation of all additional hours worked under Article VI.

It will be an offence against the law to employ any person outside the limits fixed under paragraph (a) or during the intervals in paragraph (b).

This Draft Convention was duly signed by the representatives appointed by the British Government. Under the Treaty each Government is under an obligation to submit it to Parliament within 18 months, and if Parliament declined to ratify, then the Treaty expressly exempts that Government from further obligation.

In July, 1921, the Convention was submitted to Parliament when after full deliberation and discussion the House of Commons by 164 votes to 53 decided not to ratify.

The present Government has expressed its intention to again submit the terms of the Convention to the House of Commons for ratification during the current Session.

The decision of the 1921 Government not to ratify was largely influenced by the fact that Foreign Governments, which had ratified, were interpreting the term "working hours" as "hours of effective work" which in some cases permitted of the 8 hour day being spread over a day of 10, 11 or even more hours. Under such interpretation international uniformity could not be secured and this led the British Government to invite representatives of other European Governments to a Conference in London in March, 1926, with a view to adjusting the difficulties which had arisen.

This Conference drafted an agreement which purported to give a fuller interpretation of the Articles of the Convention, two points of which call for special notice—

1. Article VI. (a)—

"The term 'essentially intermittent' work is defined under the London Agreement as such occupations as doorkeepers, watchmen, works firemen and other workers which are not concerned with production properly and which by their nature are interrupted by long periods of inaction during which these workers have to display neither physical activity nor sustained attention and remain at their post only to reply to possible calls."

"Essentially intermittent work" has been given such a narrow definition under the London Agreement that it is almost inconceivable that road transport although of an essentially intermittent nature can be brought within the scope of this clause under that category. The term would appear to have been interpreted so as to apply to an individual and not an industry.

It is appropriate at this point to ask what is intermittent work?

In a debate on the Convention in the House of Commons, Mr. Steel Maitland (then Minister of Labour) put this pertinent point—

"It is quite clear that one or two of the things that we thought we had got clear at the London Agreement do not seem now to be quite clear. Others have come up since. For instance, I have had the question of preparatory and complementary work put to me, as one that affects Lancashire and the cotton-spinning industry. I would ask the Hon. Member for Westhoughton, who believes we could sign so quickly, whether he has himself analysed the question

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of intermittent work and what it means. Is road transport intermittent work, or is it not? It is no good saying "Go ahead," unless you can answer questions of that kind and know what you want. Road transport is a question that has arisen since the London Conference. It is an industry whose development has largely taken place since the date of the Washington Convention and we have to know now it is to be regarded. The Germans have precisely the same difficulty that we have and they are considering it, and I am sure that they too found it difficult and puzzling. In the draft of their law, road transport is, I believe, regarded as intermittent work. Yet it is difficult to see how under the London Agreement it could be considered intermittent."

On Article VI. (b) in the same debate the Minister said—

"Take the question of overtime. The usual view over here held by other lawyers than those whom the Hon. Member has quoted is that under a strict British legal interpretation of the Convention, taken by itself, the present overtime system in force in this country and accepted by both workmen and employers in this country would be impossible whether on the railways, in the engineering trades or in an industry such as ship repairing."

"The reason why we had the meeting in London was to try and get some of these difficulties clarified, and agreement reached on them. We did, with regard to some of them. One of our objects which we thought we had attained—I would say to the Hon. Member for the Exchange Division of Manchester—was to get an agreement reached as regards overtime which would enable the system of agreed working between employers and employed on the railways, in engineering works and in such industries as ship repairing to be carried on without dislocation. I take it from my Hon. Friend that they have doubts about this. I put it to the House, and to anyone who wants to get a practical instrument, that while we thought we had got it by the London Agreement, yet we certainly have got to get it clear when you go into a question of this kind that covers all the industries in this country, the moment you dig into it you find what you have to cover."

2. Article VI. (b)—

"It is agreed (by the London Agreement) that the maximum limit to the number of additional hours that may be worked under Article VI. (b) (of the Convention) is within the competence of National Law."

This must not be considered as being of general application. It is strictly limited to Article VI. (b) "the temporary exceptions to deal with exceptional cases of pressure of work."

The term "exceptional cases of pressure of work" is very indefinite but no matter how wide or narrow an interpretation the official mind might eventually place upon it, approval can only be given by regulation after consultation with the recognised organisations and any regulation "shall fix the maximum of additional hours in each instance."

This provision was presumably made to cover the railway conditions in England where the 48 hour week is spread over six working days and Sunday duty is treated as overtime as the London Conference made the following specific reference to railways under this Article—

"It is agreed that railways are covered by the Convention. In so far as Article V. and Article VI. (a) are not sufficient for the needs of the railways, the necessary overtime is permissible under Article VI. (b)."

Competent legal authorities have expressed the view that this extension is contrary to the principle underlying the Convention and that the present arrangements of the companies would be forbidden under the Articles of the Convention. The Minister of Labour also expressed some doubt upon this point.

We, therefore, come to the position that having consideration both for the Convention and the subsequent London Agreement, Road Transport would be operated under either—

Article II. "An 8 hour day and 48 hour week."

Article V. "By an extension of the daily limit, but not to exceed a weekly average of 48 hours."

Article VI. "To get a permanent exemption owing to the intermittent nature of the work, but still governed by regulation as to the additional number of hours which shall be worked."

It will, therefore, be noted that Article II. of the Convention lays down the general limit of an 8 hour day and 48 hour week. Article V., provides that in "exceptional cases" where Article II. cannot be applied the daily limit of work can be extended over a longer period of time, but the average number of hours must not exceed 48 per week.

It must be borne in mind that the Convention is dealing with "Industries" and not with individual undertakings.

Assuming that the "Road Transport Industry" would be treated as an "exceptional case" it would be possible to spread the 48 hours over a 5 instead of a 6 day week, provided first that the Trade Unions agree, and secondly, the State will sanction. It does not follow that if this system could be adopted that individual firms could operate under the 5 or 6 day week at their own discretion. The terms of the Article imply that it must be by "agreement between workers and employers organisations" which may be given the force of regulations. Further, it will be noticed that under Article VIII., the hours once fixed and notified shall not be changed except by approval of the Government and any departure therefrom will be treated as an offence.

There is an alternative to this Clause by securing part of Article V. and part of Article VI. so that the Industry shall not only enjoy the extension of the daily limit as provided in V., but shall also be scheduled as a permanent exception under Article VI. which would allow of a fixed additional number of hours per day or per week.

The views of the law officers of the late Government, however, were that if an industry secured an extension of the daily limit the industry—not the worker—would be deprived of the right to work beyond the average of 48 hours per week.

As a further alternative there is the question of treating commercial road transport as "intermittent work." Reference has already been made to the very narrow interpretation which the London Agreement has placed upon "essentially intermittent work." The fact that Germany has been compelled to place "Road Transport" within this category is in itself an acknowledgment of the difficulty of putting stringent conditions upon an Industry under which it cannot be operated.

An important factor bearing upon this point has arisen within our own experience in connection with the Road Traffic Bill. In that Bill the Minister of Transport endeavoured to limit the hours of mechanical road transport workers to a maximum of 10 hours per day. In consequence of strong opposition he withdrew the particular clause with a view to redrafting after consulting the interests affected. A Conference representative of employers and workers which was convened by the Minister to advise him upon it was unable to get unanimity,

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but a compromise was reached that 11 hours per day should be the maximum excluding any rest periods, with a proviso that a clause be inserted for regulations to be made to allow of elasticity of working beyond the stipulated period to meet the exigencies of certain sections, on the recommendation of representative organisations of the Industry.

The Minister accepted the provision of the 11 hour day, but declined at first to accept the permissive clause. A further Conference was unable, after long deliberation, to provide any other condition which would meet the peculiar needs of the Industry, and its unanimous submission to the Minister was that a permissive clause was essential and this he eventually accepted.

It cannot be ignored that the freedom of negotiation which has hitherto been enjoyed by the employer will under the Convention practically cease to exist. The authority which the Convention gives to the Trade Unions will place industries absolutely within their power and it will enable them to restrict any extension of hours to the narrowest possible limits and at the same time provide them with an instrument by which any concession on their part could be made the subject of a bargain.

Consideration must also be given to the fact that the development of commercial road transport has largely taken place since the Convention was signed. It is also what is known as a "sheltered Industry" and at no time or place enters into competition with workers in other countries. It is the handmaiden of other industries which are dependent upon its mobility and service for the maintenance and distribution of their commodities. The development of road transport has provided these Industries, the Trader and the general public with a cheaper and more efficient system of distribution than hitherto prevailed.

As the Convention now stands, its application to goods transport by road would create chaotic conditions with disastrous results to those industries which are dependent upon it. It may be conceded that the terms of the Convention could be applied to workers in a factory where the system of control is circumscribed within the four walls.

Road Transport is work of an essentially intermittent nature and cannot be operated under rigid limitation of time imposed by statute. On account of its mobility it cannot be conducted in the same manner as a factory where the system of control is circumscribed within the four walls. When vehicles leave the yard or garage the owner has no further contact until their return and they cannot be operated to the accuracy of a time-table on account of congestion, traffic blocks and delays at delivery and receiving points.

R.P.B.

Carter, Paterson & Co., Ltd.

29th Staff Dinner.

A very enjoyable evening was spent on Monday, March 3rd, when the directors and staff of Carter, Paterson & Co., Ltd., met for the 29th Annual Staff Dinner at the Hotel Victoria.

Mr. James Paterson (Managing Director) presided, and was supported by Messrs. Herbert Paterson, Arthur Paterson, F. W. Carter and W. Henderson Gray, Directors. The numerous guests present included:—Messrs. J. Ballantyne (Chief Goods Manager L.M. & S. Railway), A. Maynard (Assistant Chief Goods Manager G.W. Railway), J. F. Heaton (Thomas Tilling, Ltd.), F. G. Bristow (Commercial Motor Users' Association), C. E. R. Sherrington (Railway Research Service), W. T. Wise (Sutton & Co., Ltd.), E. H. Davies (L.M. & S. Railway), Hugh Green (Town Clerk, Finsbury), A. F. Cole (District Surveyor, Finsbury), and C. S. Blake (McNamara & Co., Ltd.). The toast of His Majesty the King having been drunk with enthusiasm, Mr. C. Cunningham, the Veterinary Surgeon to the Company, proposed the toast of the firm and said it was a great pleasure to propose the toast of the Company in which they were all most interested, not only the members of the staff, but a large number of the visitors also. After an existence of seventy years the firm was stronger than ever. Its efficiency had been maintained and would be maintained in the future. Many changes had taken place, all with the object and the result of increasing the efficiency of the Company.

Mr. R. W. Mitchell, one of the Traffic Superintendents, in seconding the toast referred to his recent visit to America with three other members of the staff. The thing which struck him most was the marked attention to business, and this was not always the case over here.

Mr. James Paterson responding, referred to the visit to America which was arranged by the firm, and in exchange four members of the staff of the American Express Co. came over here. Referring to the business, he said that the Company had carried many thousands more packages last year than ever before. They had continued their programme of pulling down old buildings and replacing them by new ones, and their new buildings at City Basin were well above ground.

The Visitors.

The toast of the visitors was proposed by Mr. F. W. Carter, one of the Directors, who said he could not imagine what a staff dinner would be without a good sprinkling of guests.

Mr. J. Ballantyne (Chief Goods Manager L.M. & S. Railway) replying, said he felt sure that he voiced the views of all the visitors when he said that they had had a most enjoyable dinner. They had been privileged to be associated with the firm of Carter, Paterson & Co., Ltd., a firm of seventy years standing which they all admired.

A very enjoyable musical programme was given for which Mr. W. H. Cross was responsible and to whom special appreciation for his services in this connection was accorded by Mr. James Paterson. A very enthusiastic reception was given to Mr. Herbert Paterson, who is still a Director of the Company, although he retired last year from the position of Joint Managing Director. He was asked to say a few words and delighted the company with a number of after dinner stories. A most successful evening closed with the singing of "Auld Lang Syne."

Obituary.

James Wigglesworth Hancock.

It is with regret that we record the death of Mr. James Wigglesworth Hancock, one of the best known members of the Manchester transport industry, who passed away on 8th February last, in his 52nd year.

He was principal of the firm of James Hancock, haulage contractors of Ancoats, Manchester. A son of one of the founders of the Manchester Teamowners' Association, he was a member of the Committee of that organisation for many years, and since 1919 had been Hon. Treasurer of the Manchester Transport (Owners') Association, Ltd. He also served on the Area Committee of the Commercial Motor Users' Association, and was a member of the Institute of Transport.

Mr. Arthur Hancock succeeds his brother, the late Mr. James Wigglesworth Hancock, as principal of the firm of James Hancock, haulage contractors, Ancoats, Manchester.

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Road Traffic Bill.

Read Second Time and Committed to a Standing Committee.

The Minister of Transport (Mr. Herbert Morrison) moved the second reading of the Road Traffic Bill in the House of Commons on February 18th last.

The Minister said that he had to thank Lt.-Col. the Right Hon. Wilfrid W. Ashley, the late Minister of Transport, for a great deal of preparatory work which was done during the period of office of the late Government in connection with the Bill. He had also to thank Lord Russell for the admirable way in which he conducted the Bill through the House of Lords and for the great assistance which he had rendered in the preparation of the Bill. The Government had also to express appreciation of the advice and assistance they had received from various associations, local authorities, motoring bodies, etc., and they had in particular to express their indebtedness to the Royal Commission on Transport, under the able chairmanship of Sir Arthur Griffith-Boscawen, for the really excellent work they had done in the preparation of their two Reports.

The Speed Limit.

Referring to clause 10 of the Bill dealing with speed limits, the Minister said that the observance of the existing speed limit was not supported by general public opinion. In fact, if the 20-miles speed limit were universally enforced, the congestion on the streets would be much worse than it is at the present time. The Government recommended that the speed limit should be terminated for light motor cars. In the case of heavy motor cars, their weight and momentum in a smash were much more serious than in the case of the light motor car: they were much more dangerous and less under control and that was the case for imposing a speed limit upon them. A very heavy motor going at a very high speed would do an undue amount of damage to the highway and from the point of view, particularly of the highway authorities and incidentally the Road Fund, they must protect themselves against undue speeds on the part of the heavy vehicles. Further, the safety of the passengers in public service vehicles must be meticulously safeguarded, and finally, it must be remembered that the drivers of most of the heavy motor cars were employed persons, and there would be a danger of them being speeded up unduly by their employers if a speed limit in their case was not imposed.

The Minister then drew attention to clauses 11 and 12 dealing with dangerous and careless driving. Clause 11 increases materially the penalties for dangerous driving. Mr. Morrison said that the getting of good conduct on the road was, in his judgment, not in the end so much a matter of law and repression as of education, co-operation, and the encouragement of road sense—therefore, provision had been made in the Bill which would enable them to spread the light of knowledge, and to encourage good conduct.

The Bill provided that in the case of locomotives two persons should be employed in driving or attending to the locomotive, with an additional person for each trailer in excess of one. The Royal Commission on Transport recommended that there should be one person for every trailer in excess of two, but the Government did not think that was enough.

Drivers Hours of Duty.

Clause 19 dealt with the maximum hours for the drivers of heavy motor vehicles, including large public service vehicles. Cases had come to notice where men, particularly on long-distance transport had been working inhuman hours of labour and it constituted a positive danger to the public. The Clause provided that there should not be a continuous period of driving beyond five and a half hours, and that there should not be an aggregate in any one day of more than 11 hours in any period of 24 hours. The Clause also provided that the drivers of the vehicles referred to were to have an interval of at least 10 hours for rest in every consecutive 24 hours, except that the period of 10 hours might be reduced to nine hours to allow for district changes, if the driver was allowed an interval of 12 hours for rest in the next period of 24 hours. Any two or more periods of time were to be deemed to be a continuous period for rest and refreshment. Any time spent on work in connection with the vehicle or its load was to be reckoned for the purposes of the Clause as if they were spent in driving.

In connection with the maximum hours for drivers, Mr. Morrison said that there had been considerable negotiations with the representatives of the employers' organisation and the representatives of the trades union. He informed them that he was determined about the matter and that he was sure the House of Commons would want to meet the essential point, and that it was far better for the employers and the workmen to get together, with the representatives of the Ministry, to thrash out the practical difficulties which existed and to get a Clause acceptable to the greatest extent to them, so long as it met the principle with which he was concerned when drafting the Measure. He had to thank the representatives of the employers' organisation and of the trade union for the friendly co-operation which they had extended in the matter. At the end of several days they said: "The Clause that we have now agreed with you, altered from its original draft, goes a long way to meet our difficulties, but there will be difficulties that we cannot foresee and difficulties which, if they are embedded in a Statute, will tie us up to some absurd position, if we cannot get elasticity." Therefore their old friend, administration law, was introduced to get them out of the difficulty. He had agreed, with the concurrence of the Minister of Labour that:—

> "The Minister may, on the application of a joint industrial council, conciliation board, or other similar body, or on a joint application, by such organisations, representative of employers and workpeople in the industry, as the Minister of Labour may certify to be proper bodies to make such an application, and after referring the matter to the Industrial Court for advice, by order, vary the periods of time prescribed in this section, provided that he is of opinion that such variation is not likely to be detrimental to the public safety."

He hoped that the Clause, which had been drafted in consultation with the employers' organisation and the workmens' organisation, would be accepted.

Compulsory Third Party Insurance.

Referring to Part II. of the Bill dealing with compulsory third party insurance, the Minister said that there had been a large number of cases of persons, sometimes poor persons, killed or injured in a motor accident, where the driver was convicted of negligence or bad driving, but because the driver was not insured and because the driver was not a person of substance, the relatives of the person killed or the person injured were unable to get damages for the injury done. As against that, the Government had to face the great difficulties involved in compulsory third party insurance, but, on balance, they decided that they would face the difficulties and deal with an intolerable injustice which ought not to be allowed to exist. The Clauses would deal with death and injury only. He was not going to say that the Clauses were absolutely watertight. For example, if a person was injured and the motor driver had not been negligent, no compensation would be payable in the new circumstances any more than at the present time. If a car was stolen and driven by someone else, there would be no remedy, and there would be no remedy in the case of the use of an unauthorised car. Those were points which one could not possibly meet, much as they would desire to meet them. Although the majority of cases where the motorist was negligent and culpable would be covered there would be a minority of cases which would not be covered. He did not see how they could find legislative provision to meet every possible case.

Regulation of Public Service Vehicles.

Coming to Part IV. of the Bill dealing with the licensing of public service vehicles the Minister said that this section was exceedingly important. We must have a national policy of road transport, a policy of national co-ordination, and he had to choose between local government proper or national government proper, and in view of the big national concern in this matter he went for a national policy which was the policy embodied in the Bill and also the policy of the Royal Commission on Transport.

It was proposed to have 12 traffic areas with 12 sets of commissioners, all of whom would be appointed by the Minister of Transport. One would be a paid member who would be appointed for a period of seven years and might be re-appointed. He would be the chairman of the

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authority and would be a full-time member of the Traffic Commission. He would be assisted by two members, one appointed by the Minister from a panel constituted on the nominations of county councils, and another from a panel constituted on the nominations of county borough, non-county borough and urban district councils. So that although they would be national institutions they would have a connection with and an experience of local government, which would be valuable, and at the same time they would be able to get a national scheme. Their duties would be mainly administrative. Their main task would be to co-ordinate and to organise transport. Of course, it would be of the utmost importance that their tasks should be discharged with fairness and equity to all the interests concerned, and every provision would be made to that effect. The Commissioner appointed by the Minister of Transport would be subject to the directions which would be incorporated in the Statute, and he would be subject in a general way to regulations which the Minister would have power to frame for the purpose. But, subject to that, they would be independent people, independent authorities, who must exercise individually their own judgment according to the evidence of the case which was before them. After they had done that, if the parties liked to exercise their right, there would be an appeal to the Minister of Transport, as was provided in the existing law. Likewise, they would be concerned with the administrative problems of co-ordination, and he was certain that whoever was Minister of Transport, he would be fair and just in the administration of the law.

The commissioners would have power to issue two forms of licence, one in respect of the vehicle and the second a road service licence, and they would be able to attach to a licence various conditions which would be very helpful in connection with co-ordination. The operators would have to deposit a schedule of times, and that would enable the speed limit to be checked in various ways. The commissioners would have to take into account traffic which was already upon the road, public service vehicles already on the road, and the alternative provision of transport provided by public service vehicles or by railway. He thought that as time went on they should find that they had a set of machinery not merely for licensing, but great machinery for co-ordination, and machinery that could be used with advantage in any further alteration of the law that might come along.

Colonel Ashley here interposed to ask whether, when an application was made to them, the commissioners would be entitled to consider, for a road service, say, from A to B, that there was already in existence efficient railway transport more or less parallel?

Mr. Morrison said that that would be one of the statutory duties of the commissioners. They must take into account all other forms of passenger transport that existed including transport by rail, not for the purpose of compelling the public to travel by rail, but the commissioners should take into account the whole of the transport requirements of the area. If we were to have a proper system of transport the commissioners would have to take into account all the various forms of transport that existed and not recklessly multiply them.

THE POWERS OF LOCAL AUTHORITIES.

Referring to the original Part V. of the Bill which gave powers to certain local Authorities to run public service vehicles, to enter into working and other agreements, etc., which section was deleted by the House of Lords, the Minister said that this original part of the Bill was related to the Debate which they had in that House on February 7th.* The Government felt that it was increasingly important, if they abolished the licensing powers of the local authorities, that they should have absolute equality before the licensing commissioners whom it was proposed to set up. They could not have that equality if every time they wanted to operate an omnibus route they had to come to Parliament. Therefore, subject to suitable safeguards set out in the original Part V., they had made provision enabling the local ruthorities already possessing transport powers to appear before the commissioners and to make their case in the same way as private undertakers could do. In the Debate referred to they carried the Omnibus Bill on Second Reading by a substantial majority and he hoped they should agree to an instruction to the Committee upstairs to amalgamate the two Bills.†

In his judgment, the Bill opened up a vast statutory and administrative opportunity to order and consolidate road traffic in Great Britain. It gave them an opportunity to encourage better conduct on the roads. It enabled them to co-ordinate a great industry, namely, passenger transport by road and by rail; and it enabled them to bring it into proper relations with other forms of transport. The machinery that the Bill would set up would be there if and when further co-ordination comes. The Bill said that the roads must be used for the purpose of carrying goods and persons, which was what transport was for. If we recklessly provided transport in excess of reasonable and legitimate requirements we were imposing a burden on industry, and to that extent were making transport inefficient.

Mr. Morrison spoke for approximately 1¼ hours. The debate which followed lasted some hours and eventually the Bill was read a Second time without a division and committed to a Standing Committee.

The Bill in Committee.

The Standing Committee of the House of Commons which is considering the Bill is now sitting under the chairmanship of Sir Hugh O'Neill.

An amendment to make Part I. of the Bill dealing with the regulation of motor vehicles applicable to all classes of road vehicles was moved. The Minister of Transport pointed out that penalties applicable to all vehicles for neglect of traffic directions were prescribed in another part of the Bill.

Colonel Ashley asked why savage penalties should be imposed on motorists for dangerous driving while light penalties were to be imposed on drivers of horse-drawn vehicles who might be just as culpable and deserving of blame? What was desired was an ordered rule of the road applying to all kinds of traffic.

Mr. A. E. Brown, who opposed the amendment, said that while the number of accidents caused by motor traffic was increasing, there was a decrease in the number due to horse-drawn traffic.

The amendment was defeated by 41 votes to 11.

An amendment was moved by Sir B. Peto for the purpose of including in the classification of motor vehicles motor lorries with trailers fitted with pneumatic tyres which should be allowed to travel at the same speed as motor omnibuses carrying passengers. Mr. Morrison said that the problem of trailers was difficult and it would be unwise to add to the types of vehicles which could use them. He promised, however, that the question raised would be considered.

On Clause 3 which provides that it shall not be lawful to use a motor vehicle or trailer which does not comply with the regulations as to construction, weight, equipment and use, Lt.-Col. Ashley moved an amendment to limit the maximum penalties for breach of the regulations to a fine not exceeding £5 for a first offence and £10 for subsequent offences. He contended that the penalties prescribed (in the case of the first offence a fine not exceeding £20 and in the case of a second or subsequent conviction to a fine not exceeding £50, or to imprisonment for a term not exceeding 3 months) were absurdly severe. Imprisonment should be imposed in serious cases, such as dangerous driving, etc., but not inflicted merely for breach of the regulations in that Clause.

The Minister of Transport said that the proposed regulations would not apply until the various associations interested in road transport had been given an opportunity of making representations on the draft regulations which would first be prepared. Only after such representations had been considered would regulations be framed. After the regulations had been made, everybody should know what they were, and non-compliance with respect to the construction of vehicles would be a serious thing which ought not to occur at all. It might seem that breach of the regulations was not a very serious offence, but on the other hand, it might be very serious.

Sir J. Melville, Solicitor-General, said the reason why the maximum penalty of £20 was laid down for a first offence was that, while some breaches of the regulations might be merely technical and would involve no more than payment of costs of the case, there might be first offences of a very serious character. The object of the Bill was to make those offences not worth committing.

The Committee divided, and the amendment was defeated by 19 votes to 18. The clause was then agreed to.

* This was the debate on the Omnibus Bill which seeks: "To make provision for enabling local authorities to provide and run omnibuses within and without their districts"—presented by Lieut.-Commander Kenworthy and supported by Mr. Scurr and others. This Bill was read a second time.

† In the House of Commons, on February 20th, the Minister of Transport moved: "That it be an Instruction to the Committee on the Bill that they have power to consolidate the Road Traffic Bill (Lords) and the Omnibuses Bill." The motion was debated, and on a division there voted for 245 against 147.

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Institute of Transport.

Annual Dinner.

THE tenth dinner of the Institute of Transport was held at the Savoy Hotel, London, on March 12th last.

SIR JOSIAH C. STAMP, G.B.E., the President of the Institute, was in the chair, and amongst those present were:—

Lady Stamp, Mr. Herbert Morrison, M.P. (Minister of Transport), Sir William Bragg, K.B.E., F.R.S., Sir Herbert Jackson, K.B.E., F.R.S., Air Vice-Marshal Sir W. Sefton Brancker, K.C.B., A.F.C. (Immediate Past-President), The Rt. Hon. Lord Ashfield of Southwell (Past-President), The Rt. Hon. Lord Aberconway of Bodnant, Sir Henry P. Maybury, G.B.E., K.C.M.G., C.B. (a Past-President), Mr. Roger T. Smith (a Past-President) and Mrs. Smith, Colonel Sir Thomas S. Purves, O.B.E. (President, Institution of Electrical Engineers), Lt.-Col. F. Kitson Clark, T.D., Mr. Sidney E. Garcke (a Vice-President) and Mrs. Garcke, Mr. R. J. Howley, C.B.E., (a Vice-President), Sir Alfred Read (a Vice-President), Mr. J. Maughfling, C.A. (President, Society of Motor Manufacturers and Traders), Mr. W. W. Grierson, C.B.E. (President, Institution of Civil Engineers), Mr. R. Fane de Salis (President, Canal Association), Mr. B. L. Nairn (President, Dock and Harbour Authorities Association), Mr. G. Cole Deacon, Mr. A. L. Barber (Vice-President) and Mrs. Barber, Major E. G. E. Beaumont, O.B.E., and Mrs. Beaumont, Sir Herbert E. Blain, C.B.E., Mr. F. G. Bristow and Mrs. Bristow, Mr. H. P. Currie, Sir John Eaglesome, K.C.M.G., and Lady Eaglesome, Sir Henry Fowler, K.B.E., Mr. C. le M. Gosselin, Mr. A. Winter Gray (Secretary), Major-General W. H. Grey, C.B., C.M.G., and Mrs. Grey, Sir Frederick Leith-Ross, K.C.M.G., C.B., and Lady Leith-Ross, Major-General S. S. Long, C.B., Brig.-Gen. Sir H. Osborne Mance, K.B.E., C.B., C.M.G., D.S.O., and Lady Mance, Mr. D. J. Owen (General Manager, Port of London Authority) and Mrs. Owen, Mr. J. Paterson, M.C., Lt.-Col. J. A. A. Pickard, D.S.O., Mr. O. C. Power, Mr. D. Ross-Johnson, C.B.E., and Mrs. Ross-Johnson, Mr. C. J. Selway, C.B.E., and Mrs. Selway, Mr. W. R. Shephard, O.B.E., Mr. G. S. Szlumper, C.B.E., and Mrs. Szlumper, Sir John Timpson, K.B.E., Sir George W. Truscott, Bart., Mr. H. A. Watson, C.B.E., M.V.O. (a Vice-President) and Mrs. Watson.

THE PRESIDENT announced the inability of His Excellency General C. G. Dawes, C.B. (the American Ambassador) and Mrs. Dawes to be present owing to the Embassy being in mourning for Ex-President Taft. Sir Josiah Stamp said how much all present had been looking forward to hearing General Dawes, who was to have responded to the toast of "Our Guests." General Dawes had sent his very best wishes for a happy evening and said he hoped to be with them upon another occasion. (Applause.) His Excellency the Spanish Ambassador would have been with them in view of the special connection between the subject of transport and the forthcoming International Congress to be held in Madrid in May, in which His Excellency was taking a great interest, but he had been prevented from attending in consequence of a family bereavement. His Excellency had sent them his best wishes. They also regretted the absence owing to illness of Mr. Geo. Monro, C.B.E. (President, Commercial Motor Users' Association) and Professor W. Morgan (President, Institution of Automobile Engineers).

MR. HERBERT MORRISON, M.P., Minister of Transport, proposing the toast of "The Institute of Transport," said that if it was permissible, without undue conceit, he would venture to make the claim that the present Government had a particularly firm grip of transport problems and a clear determination to apply a well-defined transport policy. The Government was, through Mr. Thomas's Development (Loan Guarantees and Grants) Act, 1929, achieving a large measure of modernisation and improved technical efficiency in transport and electricity undertakings. By the proposals contained in parts IV and the original part V of the Road Traffic Bill, it was creating valuable machinery by which it would achieve a beneficial revolution in the organisation of road transport based on the principles of co-ordination and public service. Further, the principles enunciated by him on behalf of the Government in connection with the London traffic problem would, he hoped, secure for the first time a great co-ordinated passenger transport system in the Metropolis based on the sound principles of public accountability and vigorous business management.

The Royal Commission on Transport had already rendered distinguished public service by the production of its two interim reports. During the present year he hoped to receive the final report of the Royal Commission covering what was probably the most difficult part of their terms of reference, namely, the co-ordination of various forms of transport, both for passengers and goods.

It was not without significance to note that the machinery which the Government were establishing for the licensing of public service vehicles under Part IV of the Road Traffic Bill was capable of use for other purposes, and might have a direct bearing on any recommendations the Royal Commission might put forward in their final report in regard to the complicated question of the co-ordination of road transport in general, including transport of goods.

Continuing, Mr. Morrison said that the railways must get on or get out. He believed that railways performed and would continue to perform an important and vital function in our transport system. His desire was to encourage the railways to develop, but entirely without prejudice to making road transport a service of the highest efficiency. There was room for both, and he had been glad to be able to inaugurate a new programme of Trunk Road reconstruction estimated to cost nearly ten million pounds.

As illustrations of other developments which were being assisted through the Development Act, he quoted improvements in operating facilities and equipment at the docks of one railway to a total of £3,000,000—a development of great importance to the export trades, a general scheme of modernisation in connection with the Mersey Docks at a cost of £2½ millions, and an expenditure of £9,000,000 for electrical standardisation in the north-east coast area.

It was, of course, inevitable that Part I of the Road Traffic Bill should excite more public interest than Part IV and Part V as introduced in the Lords. He was glad to know that there was a wide public interest in the control of motor traffic, and in the steps taken to reduce road accidents—a matter which was very near to his heart. But from the point of view of making essential changes in the whole organisation of road transport, Part IV and Part V were perhaps of more interest to the Institute of Transport.

THE NEW LICENSING SYSTEM.

The new licensing system set up by Part IV of the Road Traffic Bill would enable the Ministry of Transport to take a broad national view, to cut out an enormous amount of waste and inefficiency in the public service vehicle system, to secure better services, more security, higher standards for transport workers, and real co-ordination. Overlapping and needless competition meant waste, and in the end waste had to be paid for by the passengers and the transport workers no less than the proprietors of the undertakings.

There were some people who thought that the more road transport endeavoured to hit the railways, and vice versa, the better it was for passengers. Such a view was economic lunacy. The duties of the Traffic Commissioners would be, not ruthlessly to dictate to the public as to whether they should ride by road or by rail, but to enforce proper co-ordination between the two services and to put their foot down firmly on reckless and wasteful competition.

ROAD PASSENGER TRANSPORT POWERS OF MUNICIPALITIES.

Part V of the Road Traffic Bill, which had been deleted by the Lords, must in substance be put back in order that the great municipalities, who were important agencies in road passenger transport, might play their part under proper control where appropriate and in co-operation with private enterprise in the great co-ordinated system of passenger transport which was to be established. It was possible that the railway companies and other people interested in private enterprise in road passenger transport had not liked to scrap the cumbrous and expensive methods by which municipalities now obtained powers to operate omnibus services. They must, however, realise that, given the support of the municipalities themselves and of Parliament, he was determined to go on with the plan, for it was not consistent with a proper view of co-ordination that municipal enterprise should be strangled. He was perfectly willing to negotiate on points of detail, but if private operators preferred a stand-up fight to a finish on the main principle, he thought they would find that they had made a mistake.

In conclusion, Mr. Morrison paid a tribute to the work of such bodies as the Institute of Transport. Valuable work had, he said, been done by the separate transport associations connected with particular branches of the

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industry. Their great Institute, representing all branches of transport, could take a broad view of the transport problem and could introduce a scientific and detached element into discussions which was of the greatest value. (Applause.)

SIR JOSIAH C. STAMP, G.B.E., the President of the Institute, responding, said he heartily thanked the Minister of Transport for the way in which he had proposed the toast. He had the honour to be the President of the Institute of Transport for this year, and there was a great distinction between the Minister of Transport and the President of the Institute of Transport—the Minister of Transport had the opportunity of going on for ever and ever, whereas the term of office of the President of the Institute was for one year. (Laughter.) Yet in other respects they had interests very much in common.

The health of the Institute of Transport had been proposed and considering its age it had already reached years of discretion and was gaining in intelligence very rapidly. The Institute of Transport was ten years old and was healthy. Various doctors had passed opinions upon it and were prepared to guarantee that it had a first-class life. (Laughter.) Its numbers kept up and were increasing and great interest was maintained in the meetings of the Institute and the papers read were full of information and led to remarkably energetic discussions. (Applause.) The circulation of the Journal of the Institute was increasing rapidly, and it was now the recognised vehicle for the publication of all kinds of scientific contributions on transport and was known all over the world.

The examinations of the Institute continued both to tease and attract, and the number of candidates was as great as ever. The activities of the student societies showed remarkable vigour.

THE PROVINCIAL CENTRES.

It had been his lot as President to visit the various provincial centres of the Institute, and he was pleased to be able to report that the branches were just as prosperous, just as energetic and just as much looking forward, as they were in London, in fact it would be impossible for the Institute to function as it did without the aid of the valuable work which was going on in the provincial centres, which were the local experimental areas where many transport problems were being tried out, and the circulation of information about results achieved was of the greatest value to the science the Institute was establishing.

GREAT PROGRESS OF THE INSTITUTE.

It was rather remarkable that after only ten years of life so much activity was being shown in the Institute and that there should be such signs of vigorous growth, because when they looked at the reports of proceedings in the early years of scientific institutions they found that in most cases there were signs of considerable difficulty, and in ten years of work they did not attain to anything like the adult stage as had the Institute of Transport. Therefore they had reason to rejoice at the far seeing imagination of those who realised the necessity for the Institute of Transport and worked to establish it; their efforts had been not only justified but abundantly justified. (Applause.) After all the Institute of Transport did not enjoy many of the advantages and assets that made for strength and growth that were enjoyed by other institutions and societies. The Institute of Transport was not the indispensable gateway to a profession. Many institutions enjoyed a monopolistic position by making it necessary for anybody who wanted to enter their professions to do so by way of a particular institution or society if he desired ever to achieve anything and to have any standing. The Institute of Transport had not yet reached that position and he did not know whether at present it was desirable that it should, yet, of course, a system of registration or monopoly gateway to a profession was an enormous factor tending towards growth and stability.

It was the purpose of the Institute to find the most suitable way of performing the service of transport, and they desired that in their task they should speak a common language, and no matter what rivalries existed they should not remain in ignorance of each others point of view, but should understand each others problems; they should harmonise or might he say maximise the services they could render to the public. (Applause.)

They were delighted to have the Minister of Transport with them that evening because a short time ago, before the advent of Mr. Morrison to the position of Minister of Transport, the Ministry had undergone a process of rumoured absorption, but it had survived and seemed to have acquired new vitality, and they were glad as it enabled the Minister to come amongst them. (Applause.)

WHERE TRANSPORT CAN BE CONSIDERED AS A WHOLE.

There were two places in which so far as he could see there was an opportunity of considering transport as a whole and to think of it as a single problem, one place was the Ministry of Transport and the other the Institute of Transport. The Institute of Transport would fail in its purpose if at successive meetings, at which were to be discussed matters relating to railways, roads, sea and air, they had a different audience. If members took no interest in any other form of transport than that in which they themselves were engaged, they would not achieve their ideal. They must take a real and widespread interest in each others problems. Equally the Ministry of Transport would not be able to deal fully with its problems if it was merely a collection of separate departments. The Minister of Transport had a difficult task because he had to consider all the various interests, as well as to see that the amenities of the countryside were not destroyed. In the Institute of Transport they hoped that they would successfully learn from each other and study points in all branches of transport, and learn a great deal not only on the technical and scientific side of transport, but also on the commercial side; a member should ascertain the best standards in his own particular field and also study in analogous fields. The Examinations of the Institute were tending to become an exacting discipline, but they knew that in the long run by not lowering the standard of qualifications for Membership or Associate Membership the Institute would be better prized. No-one valued things which were obtained without effort.

SIR HENRY P. MAYBURY, G.B.E., K.C.M.G., C.B., proposing the toast of "Our Guests," said that he was an old member of the Institute of Transport and knew that they always had the support of distinguished guests at their Annual Dinner. They were glad indeed that the efforts of the Institute in endeavouring to achieve an ideal had been so much appreciated and approved, and they thanked their guests for their presence that night and hoped they would come again. (Applause.)

SIR WILLIAM BRAGG, K.B.E., F.R.S., responding, said that transport owed a little to the scientific men, who gave to it the compass to guide it across the seas, the engine to carry it on the railways and the aeroplane. Sir Henry Maybury had referred to his ideal which seemed to be the inauguration of a new era in which science and industry would live happily side by side. He (Sir William) had noticed that if men were connected with some particular development for some time they became to some extent petrified and lost that outlook which was so desirable, and that was one of the great points they had to keep continually in mind, as by looking all round a thing helped towards progress. They should encourage men and give them the opportunity of looking at a question from some other point of view than their own.

SIR HERBERT JACKSON also responded.

MR. SIDNEY E. GARCKE proposed the toast of "The Chairman" and said that the health of Sir Josiah Stamp was not merely of importance to those engaged in the transport industry but to the nation as a whole, and, having regard to the international work their President had done, he might say that the toast was of importance to the civilised world. (Applause.) Notwithstanding the many activities of their President he devoted a great deal of his valuable time to the affairs of the Institute and he found time to visit the various provincial centres. (Applause.)

Sir Josiah Stamp, responding, said that his work as President of the Institute of Transport was extremely engrossing and enjoyable, and his one anxiety was as to whether he would prove in the least degree worthy of his high office when he remembered the line of illustrious Presidents who had preceded him.

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Association of Railway and Forwarding Agents.

Twentieth Annual Dinner.

THE twentieth annual dinner of the Association of Railway and Forwarding Agents was held at the Connaught Rooms, London, on March 10th last.

Mr. Edward C. Cooke presided, and a large number of officials of the railway companies were the guests of the Association.

Mr. F. Gerner (Herd & Gerner, Ltd.) proposed the toast of "The Railway Companies," and pointed out that the prosperity of the members of the Association was bound up largely with that of the railway companies. The railways had passed through a rather bad time during late years but members were glad to know that since they met for their Annual Dinner last year the companies had fared somewhat better. If the railways did better business then the railway agents, if worth anything, did better business, and members did know that the dividends announced by the railway companies during the past few months were ahead of those declared twelve months ago. (Applause.)

The Association was honoured that night with the presence of a large number of railway officials and the members were delighted to entertain them as it afforded them an opportunity of coming into social relationship with gentlemen occupying high positions in the railway service. They were particularly pleased that Mr. Ashton Davies, of the London, Midland and Scottish Railway, and Mr. H. R. Campfield, of the Great Western Railway, were able to be with them.

The members wished the railway companies all prosperity as their success denoted that the trade of the country was prospering. (Applause.)

Mr. H. R. Campfield, of the Great Western Railway, responding, thanked Mr. Gerner for his kind observations regarding the railway companies. There was no doubt that the interests of the railway agents and the railway companies were mutual, and although the railways had been going through a rather strenuous time during the past few years, he thought that at last they were beginning to see a silver lining to the clouds and the higher dividends paid by the railway companies during the past year were, he ventured to suggest, a very good omen. (Applause.) Undoubtedly there was plenty of business to be done, and the people of this land were travelling more than they ever did, and if people travelled, merchandise travelled, and therefore all were looking forward to better times.

On behalf of the railway companies he thanked the agents for the good work they were doing and had done for many years, and if an agent in any particular district wished the railways to give special attention to any new industry growing up in that neighbourhood they would be only too pleased to come along and do anything they could. (Applause.)

Mr. W. J. Wigley, of the Southern Railway, who also responded, said that if the railway agents were doing well the railways hoped to follow on and do well also; on the other hand, when the agents did badly the railways felt the effect immediately. Although the railways had been going through a comparatively bad time recently the passenger traffic, so far as the Southern Railway was concerned, had been increasing for the past twelve months and he hoped it would continue, and when they met in twelve months time he trusted that the railways and the agents would be able to report excellent progress. (Applause.)

Mr. Ashton Davies, of the London, Midland & Scottish Railway, proposed the toast of the Association. He said that notwithstanding serious trade depression and notwithstanding road transport competition, there was one phase of the business of the railway companies that had always been going up and year by year the railways had recorded an increase in the traffic represented by the activities of the Railway and Forwarding Agents. He was very glad to be with them that night as he wanted to meet the men who produced that result. (Cheers.) On looking round the room he thought he had found out their secret, as he realised that the members of the Association were entertaining a large number of friends and, of course, big business was done through friendship. It had been said, and it was true, that the Association represented the trade of the country. If the Association did well then the railway companies did well, and in toasting the Association they were toasting British commerce and the future of British trade. (Applause.)

Mr. Edward C. Cooke, the Chairman, responding, said that the Association of Railway and Forwarding Agents was founded in 1902, and at that time the appointed auxiliary agents represented about twelve different railway companies; to-day, in consequence of amalgamations, that number was now about four. No doubt the Association was a very happy medium for maintaining contact between large business houses and traders in London and the railway companies.

The toast of the visitors was proposed by **Mr. Walter Boon.** He extended a hearty welcome to all, and expressed the hope that the guests would honour the Association with their presence on a future occasion. Although the Association was small in numbers they should remember that the best goods were often wrapped up in the smallest parcel. (Laughter.)

Sir Edward Penton, K.B.E., J.P., responding, said he was quite sure that the railway companies and the agents did nearly as well for traders as they said they did. (Laughter.) The railway companies and the members of the Association rendered the traders great service and he thanked them for what they did six days a week throughout the year. (Applause.)

Mr. W. H. Barnes, who also responded, said that Mr. Boon referred to the best things being wrapped up in small parcels; he did not know whether he was referring to their chairman or to himself. (Laughter.) He joined with Sir Edward Penton in wishing the Association every success. He felt sure that a revival of trade had set in, and he hoped the year would prove prosperous for all.

Mr. James E. Thompson, the Hon. Secretary of the Association, proposed the health of the Chairman. He said that Mr. Edward C. Cooke was one of the best and as a shipping agent he served the railways by forwarding traffic to the various ports for transit to all parts of the world. Their Chairman was greatly respected and liked, and he could assure him that he had the goodwill, good fellowship and the good opinion of every member of the Association. (Applause.)

The toast of the Chairman was accorded musical honours, and, responding, **Mr. Cooke** said that every member of the Association who occupied the chair did his best to uphold the prestige of the Association, and he had simply done his best. He sincerely thanked Mr. Thompson for his kind remarks, and would remind the company that Mr. Thompson had occupied the chair many times and all being well would do so again next year and then they would see how the duties of chairman should be carried out. (Laughter.)

Mr. James E. Thompson proposed the health of the President of the Association, **Mr. Alfred Myers, J.P.** The members were delighted, he said, that their President was able to be with them. Mr. Myers was known personally to every railway man present and the members of the Association were proud to have such a man at their head.

Their President was a Justice of the Peace and should, unfortunately, any member of the Association be brought before the Bench upon which he adjudicated he hoped that Mr. Myers would treat him leniently. No member had as yet come before him, and Mr. Walter Boon was in the wrong district. (Loud laughter.)

The toast was drunk with enthusiasm.

Mr. Alfred Myers, J.P., responding, said he was very proud to be present that evening because they had as their guests gentlemen who occupied important positions in the railway world and who held a high place in the esteem of each member of the Association. He hoped that when they met for their next Annual Dinner the railway companies would be even more triumphant than they were to-day, and so far as traffic was concerned might the blessing of God be upon them as having that they had all. (Applause.)

The toasts were interspersed with excellent musical items arranged by **Mr. Walter Boon.**

Mr. Walter E. Phillips was the Master of Ceremonies.

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Southern Railway Re-Organisation.

At a meeting held last month the directors of the Southern Railway Company agreed to a scheme of re-organisation of the operating and commercial departments of the railway.

Under the present system the chief operating superintendent deals with all questions affecting the running of trains, and the chief commercial manager deals with all questions affecting the procuring of traffic and the fares and rates to be charged. It has been found that this division of responsibility has not always tended towards the greatest efficiency, and it is with a view to achieving this that the new organisation has been decided upon. Under this scheme the two departments will be combined under a traffic manager. Associated with him will be a number of assistants, representing the various operating and commercial activities of the railway and divisional superintendents who, with suitable assistants, will have charge within their districts of both operating and commercial matters.

Photo] [Elliott & Fry
MR. EDWIN C. COX, C.B.E., M.V.O.

In order to give effect to this scheme the following appointments have been made:—

Mr. Edwin C. Cox, chief operating superintendent, to be traffic manager.

Mr. J. B. Elliot, assistant to the general manager (public relations and advertising), to be assistant to the traffic manager (development of traffic).

Mr. H. E. O. Wheeler, assistant operating superintendent for train services, to be general assistant to the traffic manager.

Mr. F. Bushrod, assistant chief operating superintendent, to be superintendent of operations.

Mr. G. H. Wheeler, superintendent, Somerset and Dorset Joint Railway, to be commercial assistant to the traffic manager.

Mr. E. J. Missenden, London (East), divisional operating superintendent, to be assistant superintendent of operations.

Mr. C. Graseman, western divisional assistant operating superintendent, to be public relations and advertising officer.

The changes will take place on March 31st next, when Mr. H. A. Sire, at present chief commercial manager, will relinquish his post, but will be retained in the company's service in an advisory capacity until the end of the year, when he will retire. Mr. G. Knight, secretary of the company, will retire on March 31st, and will be succeeded by Mr. F. H. Willis, who at present acts as assistant to Mr. Sire, as indoor commercial manager. Mr. G. T. Hedge, outdoor commercial manager, will also retire on March 31st.

* * * *

Mr. Edwin C. Cox, C.B.E., M.V.O., entered the service of the South Eastern Railway in 1883, and, after three years training, was transferred to the office of the Outdoor Superintendent, where he gained experience in every branch of traffic work. In 1902 he was appointed Assistant Indoor Superintendent of the combined South Eastern and Chatham Companies.

During the South African War he was responsible for the heavy military traffic that passed over the railway.

He was appointed Assistant Superintendent of the line in 1910, and Superintendent of the line in 1911, when he ranked as the youngest railway superintendent in the Kingdom.

From 1902 to 1911 he was Chairman of the S.E. & C.R. St. John Ambulance Centre.

He was a member of the Committee of Railway and Government Department Representatives appointed to control the supply of wagons for Government traffic from 1915 to 1919.

From March, 1919, to the end of 1920, Mr. Cox was Chairman of the Railway Clearing House Superintendents' Conference, and during this period he was, in addition, Chairman of seven different committees appointed to negotiate with the trades unions the standard rates of pay and conditions of service of the traffic staff in the conciliation grades of the railways throughout the country, also of station masters, controllers, men and women clerks, etc., and the standardisation of nomenclature for grades in the traffic, goods, locomotive and engineering departments. Since then has been a member of the panel of railway officers on the National Wages Board.

He was Chairman of the Railway Clearing House Superintendents' Conference (Operating) for the year 1926.

He was a member of the Committee appointed in October, 1920, by the Minister of Transport, to consider and report upon the question of automatic train control, and is also a member of the similar Committee now considering this question.

He holds the rank of Lieut.-Colonel in the Engineer and Railway Staff Corps; is a foundation Member of the Institute of Transport, and a Member of the Council at the present time.

Mr. Cox was awarded the Gold Medal of the Institute of Transport in 1928, for his Paper on "Electrification of the Southern Railway."

The following honours have been conferred upon him:—Commander British Empire, 1918; Member Victorian Order, 1926; Hon. Associate of the Order of the Hospital of St. John of Jerusalem, 1920; Chevalier de l'ordre National de la Légion d'honneur, 1927; Chevalier de l'ordre de Léopold, 1918; Officer of the Crown of Roumania, 1924; Order of the Nile, 1928.

* * * *

Mr. F. H. Willis, who as already announced has been appointed Secretary to the Southern Railway Co., as from April 1st next, has completed thirty years railway service, having joined the South Eastern and Chatham Railway in the year 1899. Mr. Willis is the second son of the late Judge William Willis, K.C., and was educated at Haileybury College and Trinity Hall, Cambridge, obtaining the degree of Bachelor of Arts in 1893. He entered the Middle Temple in the following year and was called to the Bar three years later. He then decided to enter the railway service and joined the South Eastern and Chatham Railway in the rates department of the Goods Manager's office, where his legal training enabled him to specialise on rates disputes. In 1911 Mr. Willis was appointed Assistant Goods Manager, and in June, 1920, he became the Goods Manager of the Railway. On the amalgamation of the railway companies he was appointed Indoor Commercial Manager of the Southern Railway and now relinquishes this position to take up his very important appointment as Secretary to the Company. He gave evidence before the Rates Advisory Committee appointed in 1920 to inquire into the principles governing the fixing of tolls, rates and charges and classification of merchandise traffic, and also before the Railway Rates Tribunal which revised the Rates and Charges under the Railways Act. Mr. Willis twice served as Chairman of the Goods Managers' Conference—1923 and 1929. Mr. Willis is a member of the Institute of Transport.

MR. F. H. WILLIS, B.A.

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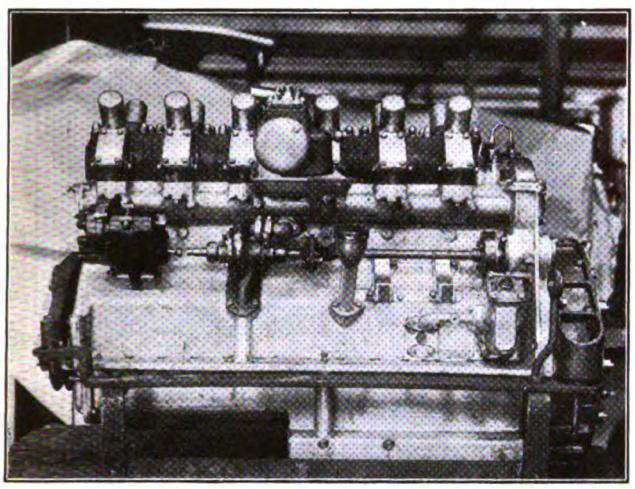
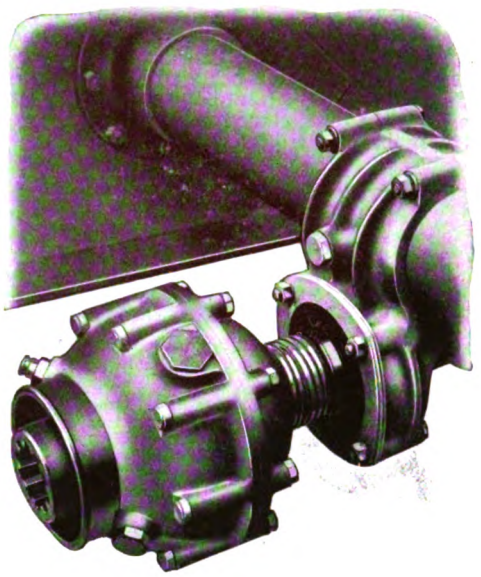
The Maudslay Six-Cylinder Passenger Chassis.

There is very little difference between the Maudslay six-cylinder coach chassis and the six-cylinder double-deck bus chassis. The frame of the latter is dropped considerably behind the rear axle to permit a single step to the entrance platform, and the engine for the single-deck chassis is slightly more powerful than that for the double-deck chassis, the former having a 110 m.m. bore and 130 m.m. stroke giving 45 h.p. R.A.C. rating and 120 maximum b.h.p. and 100 b.h.p. at 1,700 r.p.m. The double-deck bus engine has 100 m.m. bore and 130 m.m. stroke giving 37 h.p. R.A.C. rating and a maximum b.h.p. of 100 developing 75 b.h.p. at 1,500 r.p.m.



NEARSIDE VIEW OF THE MAUDSLAY SIX-CYLINDER ENGINE FOR PASSENGER CHASSIS, SHOWING EXCEPTIONAL ACCESSIBILITY OF MAGNETO, WATER PUMP AND OTHER AUXILIARIES.



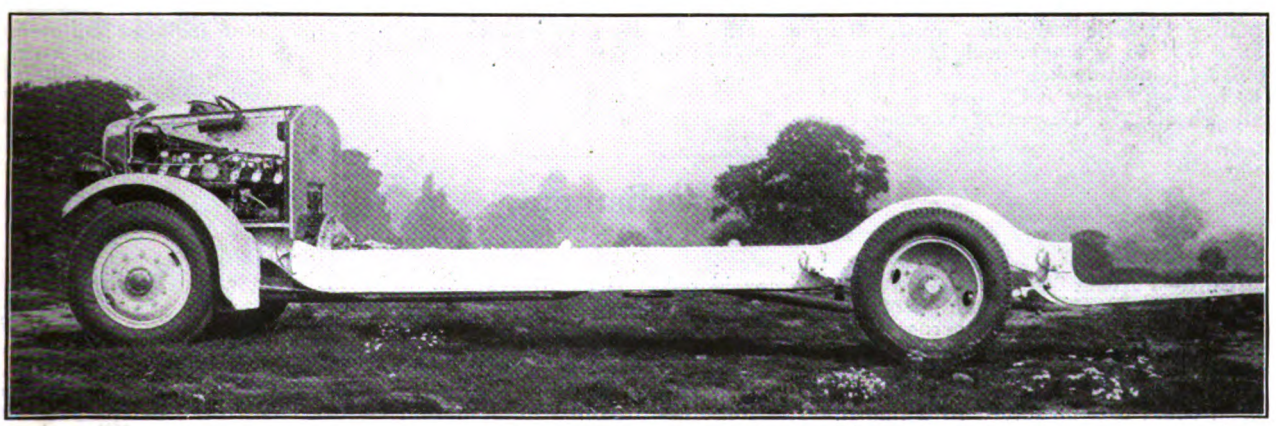
THE MAUDSLAY SELF-ALIGNING ROLLER BEARING AND UNIVERSAL JOINT OF THE DIVIDED PROPELLER SHAFT.

The engine is a monobloc casting. The cylinder water-jackets and crankcase consist of a single aluminium casting and the cylinders have centrifugally-cast iron cylinder liners. The detachable cylinder heads consist of two units of three. The crankshaft is supported in seven bearings. The pistons are die-cast in the firm's special light alloy and the connecting rods are machined from duralumin. The cylinder heads are hemi-spherically constructed and wholly machined, and the sparking plugs are positioned directly central over the pistons. The two camshafts, each with seven bearings, are mounted on the near and off-sides of the engine respectively below the cylinder head joints, and the valves are set at an angle of 90° to each other and are operated through rockers housed in pockets integral with the heads.

Lubrication of the engine is achieved by two separate oiling systems, each supplied independently by two gear type pumps fitted in tandem in the lower portion of the engine sump. The one forces oil to the crank journals and pins and the other supplies the camshaft bearings, valve rockers, sleeves and timing gear. Each system has its own strainer. Cooling is by centrifugal pump with thermostat control and a vertical gilled tube—block radiator mounted integral with the engine so as to insulate it from frame distortion. A heavily plated white metal cowl and expanding metal pressing gives the radiator a honeycomb effect.

Concerning the overhead valves: more than ordinary care has been taken to guard against the exhaust valves becoming overheated. The coring around the seats permits the free circulation of cooling water. In addition each valve and spring are enclosed in a separate cylindrical cover which acts as an oil retainer, and the stems are continuously fed with a stream of cooling lubricant. Furthermore, there is no side-thrust on the stems.

The magneto, water-pump and lighting dynamo are all on the nearside of the engine and well above the frame. The starter motor is housed on the engine off-side. The carburetter is a Solex carried on a vee-faced "rabbet" casting which registers between the two cylinder head blocks and forms an effective hot spot heated induction and water cooled exhaust expansion chamber.



THE MAUDSLAY SIX-CYLINDER M.L.7 TYPE DROPPED FRAME CHASSIS FOR DOUBLE DECK OMNIBUS.

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Power is transmitted through a single dry plate clutch provided with fabric lined clutch stop and withdrawal ring mounted with large "no-gap" ball bearing. The gear box is mounted unit with the engine and clutch housing. The entire unit is inclined towards the rear axle. The front end of the unit is supported by enclosed rubber blocks mounted trunnionwise in a steel bridge casting which spans the frame. Special shock absorbing mountings are provided at the two rear suspension points. The gear box provides four speeds and a reverse. The gears are of the sliding spur gear and splined shaft type. A departure from usual practice is the locating of the constant mesh wheel at the rear end of the one piece main shaft, the sole duty of the latter being to transmit driving torque. The primary and secondary shafts are mounted on roller and ball bearings. The gear ratios are: first—5.03 to 1; second—3.01 to 1; third—1.72 to 1 and fourth—direct.

The propeller shaft is the open tubular type divided midway. The tail end of its forward portion is mounted in large self-aligning roller bearing which is carried in a capped housing bolted to a cross member. The front and rear ends have enclosed star type universal joints mounted with ball bearings.

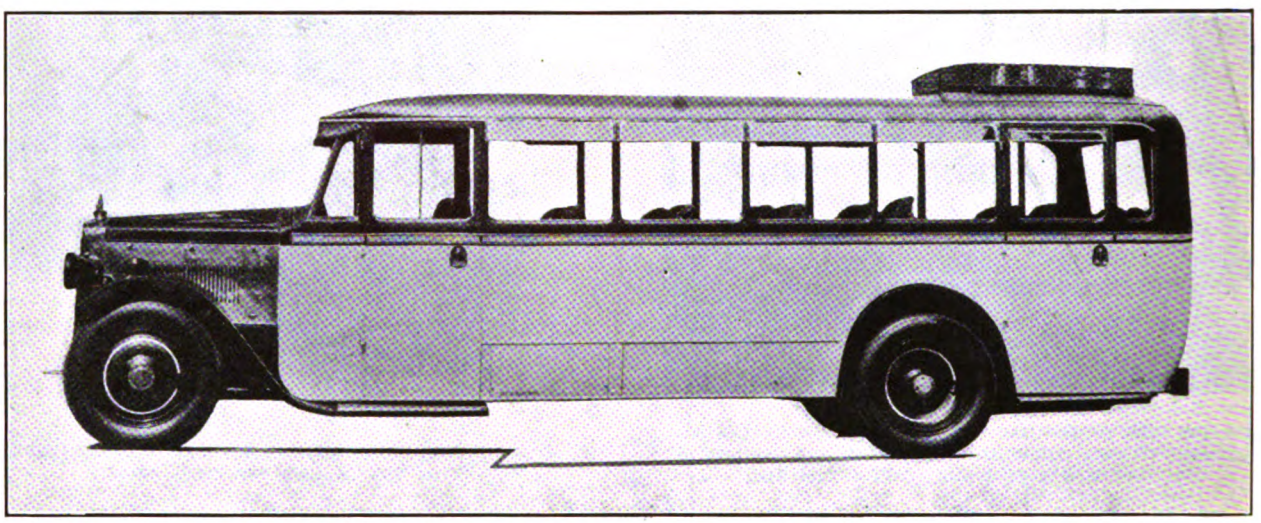
brake bands are toggle operated and a powerful self wrapping action takes place either for forward travel or when reversing. The hand operated emergency brake acts on the rear wheels.

The front axle is specially designed to resist the tortional stresses of the front wheel brakes in addition to imposed weight. The stub axle and swivel pins are mounted with roller bearings and ball thrusts. The swivel pins are inclined so as to facilitate centre point steering.

The steering is the enclosed worm and wheel type mounted throughout with taper roller bearings. The main frame members are of extra deep channel section dropped between both axles. There are six wrought steel tubular cross members each of which faces the main channel with a reinforcing plate of liberal area. Bolts are used throughout.

The springs are of great length with solid forged eyes fitted with renewable bushes. The front pair of springs have rebound plates and they are inclined so as to resist horizontal shocks, and they work practically flat under load. Chassis lubrication is by grease gun with nipples placed at most accessible points.

The road wheels are steel disc pressings with hubs



THE MAUDSLAY SIX-CYLINDER LONG DISTANCE SALOON TOURING COACH FOR 28 PASSENGERS.

The final drive consists of an underslung worm and wheel set, with roller bearings and ball thrusts throughout. The main axle is the Maudslay form of double-banjo produced weldless from nickel-chrome steel. The floating differential shafts permit the taking of the final gear-set adrift without having to use the jack. The alternative rear axle gear ratios are, for touring coaches, 5.8 to 1; or 6.25 to 1; single deck buses, 6.25 to 1 or 6.75 to 1; and for double-deck buses, 7.33 to 1.

The braking system is the four-wheel type foot operated to all wheels via Dewandre vacuum servo. The steel mounted on roller and ball bearings. The tyres for the double-deck chassis are front, 36 in. by 8 in. single, twin rear, 38 in. by 9 in. or 34 in. by 7 in. For the coach chassis the sizes are 38 in. by 7 in. in high pressure, or 38 in. by 8.25 in. in low pressure, twin rear.

A speedometer drive is provided at the rear end of the gear box layshaft. The equipment includes an electric starter motor, a 12-volt lighting dynamo constant voltage type, two head, two side and one tail lamp, a mechanical tyre pump, speedometer, fuel level indicator, thermostat control in water circulation, and electric bulb and horn.

In Parliament.

Dartford—Purfleet Tunnel. Asked if he had considered, in view of the depressed condition of the steel trade, the erection of a steel bridge across the Thames as an alternative to the proposed tunnel at Dartford? **Mr. J. H. Thomas** (Lord Privy Seal) said that in the light of all the advice available, he was satisfied that this traffic problem could best be solved by a tunnel. The construction of a tunnel would involve large orders for iron work and steel work.

Stationary Vehicles. Sir G. Penny asked the Minister of Transport whether he would consider the advisability in the Road Traffic Bill of making it obligatory for all stationary vehicles on country roads at night to be turned the way traffic is going so that overtaking vehicles would see a red rear light instead of white head lights, which on misty nights were apt to be mistaken for an on-coming vehicle? In reply, the **Minister of Transport** drew **Sir G. Penny's** attention to the provisions of Clause 48 of the Road Traffic Bill under which it would be an offence to permit a vehicle to remain at rest on any road in such a position or in such condition or such circumstances as to be likely to cause danger to other persons using the road.

Traffic Noise. Asked whether the Metropolitan Police were supplied with any instrument by which they could ascertain when the noise of motor vehicles was excessive? the **Home Secretary (Mr. Clynes)** said, No. An instrument had been subject to certain tests, but as yet without satisfactory results. Mr. Freeman: What is the present basis of assessing whether it is excessive noise or not? Mr. Clynes: That is one of the difficulties. There is no basis.

Direction Indicators for Motor Vehicles. Captain Bullock asked the Minister of Transport whether he had under consideration the compulsory use of some type of direction indicator by all motor vehicles; and what were his intentions in this connection? **Mr. Herbert Morrison,** in reply, said that Clause 30 of the Road Traffic Bill would enable him to make regulations on this subject if it were thought desirable to do so. On that point he was not at present prepared to express an opinion.

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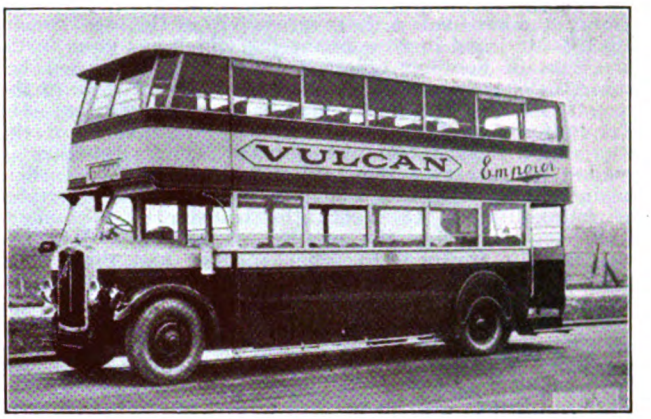
Motor Coach and Bus Notes.

Thornycrofts in New Zealand.—The omnibus shown in the photograph has been supplied by John I. Thornycroft and Co., Ltd., Thornycroft House, Smith Square, London, S.W.1, to one of their customers in New Zealand. The body, which is mounted on a Thornycroft "A6" six-cylinder chassis, was built in New Zealand. There are large numbers of Thornycroft vehicles in operation in New Zealand.

A THORNYCROFT A.6. SIX-CYLINDER BUS IN NEW ZEALAND.



THE VULCAN "EMPEROR" 51-SEATER BUS.

Bradford Bus Licences.—The Watch Committee of the Bradford Corporation recommends that the number of licences issued to any person, firm or company in respect of "spare" buses be limited to 25 per cent. of the total number of licences issued to them in respect of buses.

Refused.—The Watch Committee of the Guildford Corporation has refused to grant an application from the Aldershot and District Traction Co., Ltd., for permission to operate buses of a length of 27 ft. 6 in.

L.M.S. Chooses the A.E.C. "Regal." — In connection with their road services the London, Midland and Scottish Railway has chosen the A.E.C. 95 h.p., 6-cylinder "Regal" Pullman Saloon Coach, which we illustrate. The body is by Harrington, of Brighton. It has a Walman centre sliding roof, and is designed with double seats on one side and single seats on the other. The seats are of the bucket type upholstered in natural grained furniture hide and have flush tables with combination rug-rails fitted to the rear. Lighting is effected by pillar type lamps on each pillar; and ventilation by "Ashanco" roof ventilators and cowl louvres. Acetex Safety Glass is used throughout and passenger comfort is considerably enhanced by the provision of an interior heating system.

The Vulcan "Emperor" Double-deck Bus. — The accompanying illustration shows the "Emperor" 51-seater bus built by the Vulcan Motor & Engineering Co. (1906), Ltd., Crossens, Southport. It is fitted with the Vulcan Monarch six-cylinder engine. The bus body has been built to provide maximum comfort for passengers in accordance with present day demand. The engine has been specially designed for this chassis and it incorporates Ricardo patents. Rated at 45 h.p. it develops 100 b.h.p. at 1,700 r.p.m. and 137 b.h.p. at 2,800 r.p.m. Accessibility is a feature. The gear box is mounted unit with the engine and a speedometer is provided, and there is also incorporated a drive for an air pump. Steering is the cam and roller type. Vacuum servo assisted brakes are fitted as standard and operate in 17 in. diameter drums on all four wheels. The hand brakes operate in the rear wheel drums only. The petrol tank holds 50 gallons and the carburetter is fed by an Autovac mounted on the dash.

Manchester Coach Fares. Official List. — Manchester and district motor coach owners should note that the following prices have been fixed by the motor coach section (Trade Administration Committee) of the Manchester Transport (Owners') Association and the C.M.U.A. (joint organisation) for return day journeys (except on Bank Holidays and Saturdays):—Buxton, 4s. 6d.; Rudyard, 6s.; Blackpool, 6s.; Chester, 6s.; Southport, 6s.; Bakewell, 7s.; Matlock, direct, 8s. 6d.; Matlock Circular via Sparrow Pit, 9s. 6d.; Llangollen, 9s. 6d.; Morecambe, 8s.; Morecambe and Blackpool Circular, 10s. 6d.; Alton Towers, 8s.; Rhyl, 10s. 6d.; Colwyn Bay and Llandudno, 12s. 6d.; Windermere, 12s. 6d.; Trentham Gardens, 7s. 6d.; Baslow and Chatsworth, 8s.; Shrewsbury, 9s. 6d.; Lilleshall, 9s. 6d.; Wrekin, 10s.; Beeston Castle, 6s.; Tarporley, 6s.; Buxton (Cat and Fiddle), 5s. 6d.; Ashbourne via Thorpe Cloud, 10s.; Dovedale, 9s.; Dukeries (via Worksop), 12s. 6d.; Harrogate, 10s.; Harrogate (via Skipton Circular), 12s.; York, 10s.; Scarborough, 17s. 6d.; Wirral Peninsular via Liverpool or Chester (exclusive of ferry tolls), 9s. 6d. On Saturdays and Bank Holidays these fares will be advanced from 6d. to 1s. 6d. per passenger according to the journey. It should be noted that the London rate of 15s. single and 25s. return will be advanced from 7th June to 16s. 6d. single and 30s. return.

TWO VIEWS OF THE A.E.C. "REGAL" 95 H.P. SIX-CYLINDER PULLMAN SALOON COACH FOR THE L.M.S. RAILWAY.

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Manchester Coachowners Plans for 1930.

AN interesting experiment in securing co-operation amongst motor coach owners is now being undertaken by the Manchester Transport (Owners') Association and the Manchester Area Committee of the Commercial Motor Users' Association (Joint Organisation).

Throughout the winter months the Trade Administration Committee has made a thorough survey of the local coaching industry, and in view of the fiat which has gone forth, that certain booking offices will have to be closed because they tended to aggravate the congested state of the streets, the Committee felt they had a dual function:—(1) To conform as far as possible with the wishes of the city authorities, and (2) band coach owners together in such a manner that they will be able to conduct their businesses with greater efficiency by adopting principles of rationalisation, to secure the transfer of passengers from vehicles when the number of bookings does not warrant the journey, to other coaches and thus avoid light running. Another objective has been to establish a minimum price list.

For many seasons Manchester has been a hot-bed of competition; yet there has been an increasing tendency for operators to secure city premises which have been used as booking and inquiry offices. This resulted in a great number of coaches being brought into the city area, causing at times congestion of the highways which could have been avoided by mutual arrangements amongst coach owners. These had now been brought about by the organisation, of which Mr. H. Howard Robinson is the Secretary.

Mr. Robinson, in an interview with the *World's Carriers*, explains that it has been necessary, to facilitate the operation of a scheme of co-ordination, to divide the city of Manchester into four districts each of which is in charge of a representative who is responsible to headquarters. Every motor coach owner in the city of Manchester is in one of these areas, and is allotted the use of scheduled booking offices. The duties of the district representative are to receive and to deal with reports from individual coach owners principally under two headings: (a) Owners who may require immediate coach accommodation for passengers they have booked—overload passengers, and (b) owners who require extra passengers to complete a load for an advertised journey. Where a motor coach owner has not secured a minimum number of bookings to warrant him sending his coach on tour, he will have the alternative either of passing his passengers over to another operating concern or putting forward an application to the district official for the required number of bookings to enable him to make his journey according to plan. It might be that three or four motor coach owners have each advertised a tour and have booked between them passengers only sufficient for one coach load. In such a case, instead of all of them making an unprofitable journey, one would execute the contract and relieve the three others of their commitments by accepting the fares, less an agreed booking commission.

All communications to the district representative will have to be telephoned before 8.45 each morning, so that he can pursue his inquiries to accommodate the various owners. Each of the four district representatives will be functioning simultaneously, their duties being the same in each case. Their activities will be co-ordinated in the Central Office organisation, which will be kept advised by telephone of the progress of bookings and the number of vacant seats on each coach in commission that morning. If necessary, coaches will be sent from one area into another in order to cope with traffic; in this way owners carrying on business in even the remotest parts of Manchester will have an equal chance with the city owner of getting a reasonable quota of traffic. It is provided that all coaches will leave their stations or depots at 9 a.m. for day tours.

Every motor coach member of the Motor Transport (Owners') Association, and C.M.U.A. (Joint Organisation), will receive a complete list of members, together with their telephone numbers and a table of the scheduled booking offices, approved by the Watch Committee. When names and addresses are printed in capital letters that will denote district representatives.

Quite apart from traffic conditions, the Manchester Watch Committee express the desire that passengers should be fully insured by the motor coach owner against all risks. This matter has been given very careful and thorough consideration, and we understand that owners will take out policies giving individual travellers adequate and reasonable protection.

Salford and district motor coach owners being in a different municipal area are not affected by the decision of the Manchester Watch Committee and are, therefore, outside the orbit of the scheme described above. It is, however, of interest to learn that the Salford coach owners, who are also members of the Motor Transport Owners' Association and C.M.U.A. (Joint Organisation), intend to organise a scheme on parallel lines.

London Traffic.

Waiting, Loading and Unloading of Vehicles.

THE Minister of Transport, after consulting the London and Home Counties Traffic Advisory Committee, has, under the powers conferred on him by Section 10 and the Third Schedule to the London Traffic Act, 1924, made the London Traffic (Waiting, Loading and Unloading of Vehicles) Regulations, 1930, to have effect in the areas comprising Piccadilly Circus, Marble Arch, and St. Giles' Circus and short lengths of the thoroughfares leading into these areas.

The Regulations came into force on the 17th February last and supersede the London Traffic (Loading and Unloading of Vehicles) Regulations, 1928.

In the above-named areas the Regulations provide, *inter alia*.

(i) That between the hours of 12 noon and 7 p.m. on Monday to Friday and 12 noon to 3 p.m. on Saturday, vehicles may not wait in any street in the scheduled area for a longer time than is necessary for persons to board or alight therefrom;

(ii) That in any case where the loading and unloading of vehicles can be conveniently undertaken in a side street outside the scheduled areas it shall not be effected in a thoroughfare within such areas;

(iii) That where the loading and unloading must be performed within those areas a vehicle shall not stand for a longer period than 15 minutes.

The Regulations also place under control certain practices in connection with the loading and unloading of vehicles which cause obstruction to traffic, e.g., depositing goods on the footway and carriageway, the use of ropes, chains, etc., across or over the carriageway or footway whether by the use of cranes, derricks, etc., or otherwise, and the passing of goods from hand to hand across the footway or carriageway.

A specific exception is made in respect of vehicles employed on building operations and exceptions are also provided in favour of persons in charge of vehicles used in connection with the removal of obstructions to traffic or urgent repairs to the streets, pipes, mains or underground conveniences.

Any person acting in contravention of any of the provisions of the Regulations will be liable to a penalty not exceeding £5.

The operation of the Regulations will be kept under close observation for an experimental period.

Copies of the Regulations, which contain illustrative diagrams of the areas to which they relate, are obtainable from H.M. Stationery Office, Adastral House, Kingsway, W.C.2, either directly or through any bookseller at a cost of 2d. per copy.

Automatic Wind-screen Wipers. — The Watch Committee of the Leeds Corporation has asked the town clerk to communicate with the Ministry of Transport intimating that in the Committee's view, the provision of automatic wind-screen wipers on all motor vehicles should be made obligatory.

Opposition to Leeds Corporation Bill.—At the Parliamentary Committee of the Leeds Corporation, the town clerk reported that it is the intention of the Leeds and District Motor Bus and Char-a-banc Proprietors' Association to oppose the Leeds Corporation Bill which seeks further bus powers.

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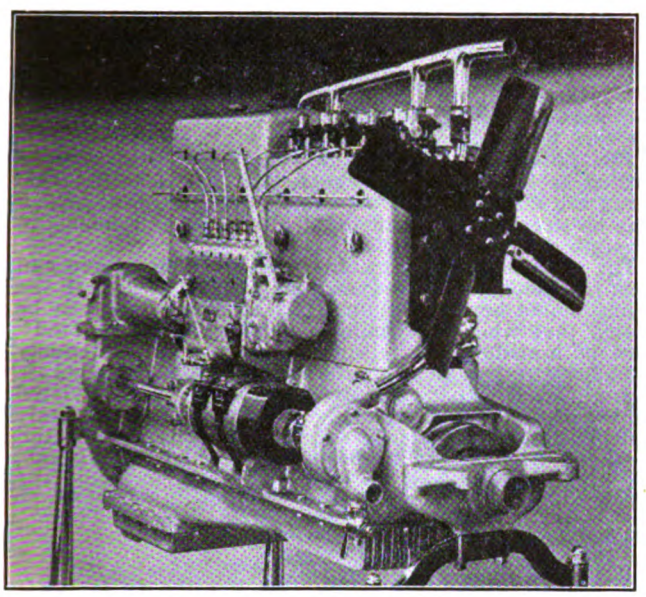
A Heavy Oil Engined Bus Chassis.

A very important experiment is now in progress in Sheffield, which, if successful, will result in a revolution in public passenger service chassis design. This consists of a Mercedes-Benz heavy oil engine fitted to a Karrier six-wheel bus chassis and which is now being tried out in Sheffield in ordinary bus service. The heavy oil engine is, as our readers are aware, making rapid progress as

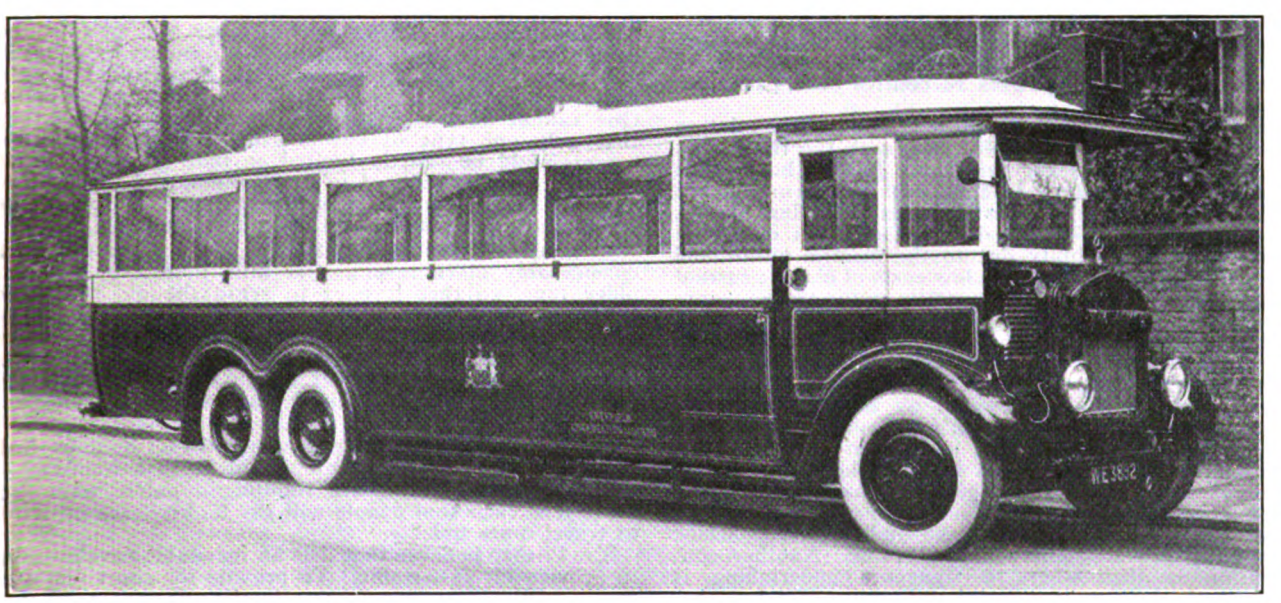


THE MERCEDES-BENZ ENGINE REFERRED TO IN TEXT.

the power unit for heavy goods transport vehicles, but until the Sheffield experiment it has not been tried in England for passenger work. The great incentive to the adaption of the heavy oil engine for passenger or indeed any other class of service, is the remarkable fuel economy provided. Comparing two ordinary bus chassis, one fitted with a petrol engine and the other with a heavy oil engine, we understand there is a fuel economy of approximately 15/- on a 100 mile run, in favour of the heavy oil engined vehicle. Needless to say the possibility of such a saving is most attractive. Though the heavy oil engine is already doing good service for goods transport it has hitherto been reported as being too noisy and evil smelling for passenger work. When one considers the present highly developed state of the British industrial petrol engine, too much credence need not be given to such reports as, no doubt, they are not always circulated without bias. The average public service vehicle owner, however, cannot afford to take risks. The patrons of public service vehicles are rapidly becoming educated to demand a very high degree of comfort in the vehicles they use and any dissatisfaction on their part may easily result in considerably greater loss in fares than the saving effected in fuel. For this reason the experiment now in progress in Sheffield is of the utmost importance, and will be watched with the keenest interest. We understand that Mr. A. R. Fearnley, M.I.A.E., General Manager of the Sheffield Corporation Transport Department, who is partly responsible for the experiment, is so far quite satisfied with the results.

We had an opportunity of inspecting this vehicle and taking a short trial run on it in the London streets before it was despatched by road to Sheffield. During the run we were impressed by the easy handling and the easy running generally of the vehicle as well as the flexibility of the engine. It is important to note that the chassis had not been constructed for this type of engine. It is a standard six-wheel Karrier bus chassis, and it had been sent by British Mercedes-Benz, Ltd., Kings House, 37 Davies Street, Grosvenor Square, London, W.1, to the Mercedes-Benz factory, in Germany, where it was fitted with the diesel engine. A chassis designed specially for this type of engine would undoubtedly give better results, though as we have stated there was very little to complain about in the vehicle we tested.

With regard to the engine: it is a six-cylinder unit with a 100 m.m. bore and 150 m.m. stroke and cubic capacity 6,460 c.c. The cylinders are of the precombustion head type with overhead valves operated by push rods. The crankshaft has seven bearings. Fuel is fed to the cylinders by Bosch type fuel pumps fitted to the off-side of the engine. A feature of the engine is the great weight reduction effected by adopting petrol engine practice. The weight for b.h.p. is we understand only 6½ lb. The engine rating is 37.1 h.p. and it develops 77 b.h.p. at 1,650 r.p.m.



A KARRIER SIX-WHEELER FITTED WITH MERCEDES-BENZ HEAVY OIL ENGINE.

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Visit to Dunlop Cotton Mills at Rochdale.

Every motorist and user of commercial motor vehicles is more or less familiar with the processes through which the crude rubber goes before it emerges in its finished form as a tyre suitable for road use, but we venture to state that very few realise how important a part cotton plays in the manufacture of these indispensable adjuncts to modern road transport. It was, therefore, with special pleasure that we took the opportunity to go over the spacious cotton mills owned by the Dunlop Rubber Co., Ltd., at Rochdale, to see what is being done and how vitally necessary the output of their cotton mills is to the world-wide position which Dunlop tyres hold.

Mr. T. Andrew, the Managing Director of Dunlop Cotton Mills, Ltd., who is in charge of the whole of the mills, in welcoming us gave a few particulars which are of special interest. The Dunlop mill at Rochdale is claimed to be the largest cotton mill in the world under one roof, and since 1921 has employed over 3,000 operatives on full time, and this during the great trade depression in the cotton industry of Lancashire. The wages paid are over £7,000 per week, averaging for man, woman and child £2 4s. 0d. per week. The output is 1,000 bales a week, the average cost being £33 per bale. Mr. Andrew emphasised the point that provided the McKenna Duties stand they have every prospect of working full time for years to come.

The mills are employed in the manufacture of cord and fabrics for use in Dunlop tyres, made to the specifications of the technical experts at Fort Dunlop, Birmingham. In this department the Dunlop Rubber Co. claims to be unique as they are the only tyre manufacturers who can make and control in their own cotton mills every pound of cord and fabric that goes into Dunlop tyres, in this way ensuring uniformity of tyre quality.

The work at Rochdale in making a tyre cord may be briefly summarised. The raw cotton, which is highly compressed in bales, has first to be opened, cleaned, carded or combed; then grouping, attenuating and slightly twisting the fibres and arranging them in more or less parallel order. Cotton is the name given to seed hairs of a plant which, for tyre purposes, is principally grown in Egypt.

The cotton yarn has practically no strength or elasticity up to this point. The two important final operations are spinning and folding, and it is during these processes that the cotton is twisted to give the combined fibres strength and elasticity, which means mileage to the completed tyre.

The point of vital importance is the number of twists which these fragile hairs should receive. A cotton thread without twist has practically no strength, and, on the other hand, by excessive twisting the hairs are weakened and fractured. The problem, therefore, is to discover the point in fibre twisting at which maximum strength and "working" elongation have been reached. Working elongation is that elongation which is left in the cord when in the inflated tyre. The total elongation, commonly but incorrectly termed "elasticity," is referred to for tyre purposes as being comprised of "Static" and "Working" elongation. Static elongation is removed during tyre manufacture; the Working elongation is that which makes the tyre flexible.

The satisfactory solution of that problem is demonstrated at Rochdale on a simple machine in which two cords are clamped in two pairs of grips, both of which may be stretched simultaneously or separately to measure strength and elongation.

The cord used in the manufacture of Dunlop tyres can thus be simply compared with any other cord, and the results noted beyond dispute. As an example, it can be shown that when a "Dunlop" and an "Extra-twisted" cord, both made from the same cotton and simultaneously stretched to breaking point, that the Dunlop cord is approximately 15 per cent. stronger than the extra-twisted cord; also that the "working" elongation is approximately equal in both cords—that is to say, when Dunlop cord and the Extra-twisted cord are both stretched until they break, the Dunlop cord lasts to that degree longer than the other.

Some Transport Problems.

Mr. R. Stuart Pilcher Suggests Remedies.

An informative address on "Some Transport Problems" was given by Mr. R. Stuart Pilcher, General Manager of the Manchester Corporation Transport Department, before the members of the Manchester, Liverpool and District Section of the Institute of Transport, at Manchester, on 28th February. He said that as the necessity for transport increases, the necessity for public control will increase. Local authorities will require to exercise more of the power which they have, and will require to be vested with additional powers to control road passenger services.

Manufacturers are devoting more attention to the design and improvement of the trolley bus, with the result that the modern vehicle is very efficient. Makers have taken advantage of the latest development in the motor bus and have incorporated the best features of the bus chassis, whilst retaining the electric drive. The result is a good combination of reliability due to the electric motor and low operating costs, due to the low costs of electric current compared with petrol. It is generally stated by the manufacturers that railless traction is cheaper to operate than either tramway cars or motor buses. It is stated also by several important operators that railless traction is cheaper to operate than motor buses. It is certainly a fact that the type of vehicles used, with an electric drive and electric current as the propelling force, should be cheaper to operate than tramway cars, because of the absence of the maintenance of rails, and because the electric drive is simpler than the drive of a petrol engine.

The railless vehicle can never be used as a fleet of motor buses is used. It is not so mobile, and this lack of mobility has a definite financial value. Another consideration is that where a transport undertaking is operating both tramways and buses, there will be a reluctance to introduce a third system of traction with its separate organisation for stores, repairs, etc.

Standardise.

Motor bus enterprises have grown from small beginnings and their fleets, at least in the early stages, have consisted of numerous types, but an undertaking with many different types of chassis in use can never be such a success as an undertaking in which standardisation has been followed. Miscellaneous types are apt to make complications in every department—in addition to being difficult and expensive to operate. It is advisable to concentrate on a few types which are known to be efficient. One cannot advocate standardisation to such an extent that only one type of bus is used, but the number of types should be strictly limited so that the spare parts required may be reduced to a minimum, and the cost of renewals kept down to the lowest point. It is in the repair shop that standardisation counts most.

In practice it is found that a low loading bus will earn considerably more revenue per mile than a bus of the older type, so that it pays to scrap the old type and adopt the more modern design. Every garage should be provided with modern plant for washing buses. Buses should be parked in such a way—herringbone plan—as to avoid shunting. A driver should be able to get his bus out of the garage without having to move another bus.

A bus can be made remunerative with an hour or half hour service, and this is not possible with a tramway.

The express services are fulfilling a public want because it is clear that people will pay higher fares in order to travel more quickly.

Mr. Pilcher believes that it is an inevitable development to provide for fast traffic. To provide for short distance traffic would mean a reduction in the average speed and consequently the buses would not be any faster than the tramcars.

The Watch Committee of the Colchester Corporation has granted the following applications to run bus services:—Messrs. W. Jacobs, South Woodford (Monty Coaches)—London to Clacton-on-Sea. Messrs. Harrison and Ives, Ltd., Norwich (Eastern Motorways)—Cromer and Norwich to London via Colchester.

The Licensing Committee of the Ossett Corporation has granted licences to the Yorkshire (Woollen District) Electric Tramways, Ltd., and the Yorkshire Traction Co., Ltd., to pick up and set down passengers in the borough in connection with the services Harrogate—Leeds—Bradford to London and Bradford—Leeds to Birmingham.

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News from all Parts.

Western Welsh Omnibuses, Ltd.—Preparations for a record season are being made by the Western Welsh Omnibuses, Ltd., now operating in six counties of South Wales. Recently, Mr. W. B. Cownie, the Managing Director, paid a special visit of inspection, and after seeing the six Depots he congratulated the General Manager, Mr. A. Gray, upon the evident progress made. Mr. Cownie was specially pleased with the plans for the new garage (100 buses) and offices at Ely, near Cardiff, where the eight acre site will also provide pitches for cricket, football, and lawn tennis, as well as a hall for a canteen, billiards, etc.

Drivers' Hours. Protest Against Clause in Road Traffic Bill.—At a meeting of drivers employed by members of the Commercial Motor Users' Association, West Midland Division, held at Birmingham on February 17th, the following resolution was passed unanimously.—"That this meeting of drivers employed by members of the Commercial Motor Users' Association protests most strongly against Clause 19 in the new Road Traffic Bill." It will be remembered that the Clause in question seeks to restrict the number of hours which a driver may spend on a vehicle, either in driving that vehicle or in any other capacity than as a passenger.

Leyland "Hippo" 12-tonner Demonstrated by Blythe and Berwick (1928), Ltd.—A large crowd on the Bradford Exchange watched the departure recently from the

10-12-TON LEYLAND "HIPPO" SIX-WHEELER, DEMONSTRATED BY BLYTHE & BERWICK (1928), LTD.

Bradford Conditioning House of a huge Leyland "Hippo" lorry. This vehicle was on demonstration by Messrs. Blythe & Berwick (1928), Ltd., the well-known firm of road transport contractors, of Bradford. The vehicle is one of Leyland Motors, Ltd. latest 10—12 ton six-wheeler type with six-cylinder engine and pneumatic tyres. It was laden with 53 bales press-packed wool for Liverpool, there to be shipped to Russia. The approximate weight of the load was 12 tons.

"Overseas Removals."—We have received a copy of the January issue of "Overseas Removals," published by Woodbridge & Co., Ltd., the well-known international removers, packing and storage experts, whose head office is at 88 Fenchurch Street, London, E.C.3. This interesting publication, which is now in its eleventh year, appears monthly, and its object is to keep the trade clients of Woodbridge & Co., Ltd., as well as members of its own organisation, conversant with the latest developments arising in connection with the transport of removals between Great Britain and every other part of the world.

Institute of the Motor Trade.—The Ninth Examination of the Institute of the Motor Trade will be held in London and the Provincial Centres on 25th April, 1930, commencing at 10 a.m. The Council are offering Gold, Silver and Bronze Medals for the three Candidates securing the highest number of marks in the 1930 Examinations (April and November). Candidates desirous of presenting themselves must give notice to the Secretary on or before the 1st April, 1930. Full particulars and Entry Forms can be obtained on application to the Secretary, The Institute of the Motor Trade (Inc.), 157 Great Portland Street, London, W.1.

Big Vulcan Bus Body Order.—The Vulcan Motor and Engineering Co. (1906), Ltd., Crossens, Southport, have recently received an order from the Birmingham Corporation for 35 double-deck omnibus bodies.

The Emancipation of Labour.—A gang of Kaffirs was repairing an African road with picks . . . when suddenly appeared a "Caterpillar" Thirty, newly purchased from dealer Stephen S. Palmes by the Cathcart Divisional Council. Said the Road Inspector: "Would we had purchased the tractor long ago!" For in the first two hours of work ¼ mile of road was scarified . . . over two days' work for a gang of 20 Kaffirs. *Caterpillar Magazine*, Caterpillar Tractor Co., California, U.S.A.

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MERSEYSIDE.

L.U.T. Bus Undertaking.—We have received a copy of the Annual Report of the directors of the Lancashire United Transport and Power Company in which is summarised the working results of the company's undertaking. Traffic receipts amount to £359,329 compared with £330,576 in 1928. The further development of the motor bus services has called for greater expenditure.

Traffic Conditions. — Conditions in the cartage and motor haulage trades on Merseyside continue to be disappointing, particularly the cotton traffic. The port of Liverpool is feeling the full effects of the depressed state of the textile industry, imports of raw cotton and exports of manufactured goods being very modest.

Exemption from Lighting Act.—As the result of representations by the Wallasey Corporation, the Ministry of Transport has granted an exemption order under the Road Transport Lighting Act, 1927, for horse-drawn vehicles whilst they are carrying cotton, within the county borough of Wallasey, provided that the vehicles are not proceeding faster than at walking pace. This exemption has been granted on acount of the inflammable nature of the commodity, and brings Wallasey into line with the adjacent Mersey boroughs and the dock estate.

Liverpool Horse Parade.—At a luncheon given by the Lord Mayor of Liverpool on 14th February, it was decided that the Annual Parade of Horses should take place on Saturday, 31st May. Ald. W. Muirhead said that it was up to cart owners to help the stockbreeders to breed fine shire cart horses and to show to the world that England was determined to continue in her pre-eminence. The Lord Mayor accepted the position of patron. Ald. Muirhead will continue to act as President; Mr. R. J. Hall, Vice-President; and Mr. Eaton Jones as Secretary.

Liverpool C.M.U.A.—Liverpool Area Committee of the Commercial Motor Users' Association held its Twelfth Annual Meeting on 13th February. Mr. T. Lawrenson presided. After the report and accounts for last year had been adopted, the following members were re-elected to serve on the Committee for three years:—Messrs. F. G. Birch (Tate & Lyle, Ltd.); R. W. G. Barnett (Liverpool Cartage Co., Ltd.); A. C. Bloomer (J. Crosfield & Sons, Ltd., Warrington); M. Braithwaite (J. Bibby & Sons, Ltd.); T. Davenport (Peter Walker & Son, Warrington and Burton, Ltd.); E. L. Foster (Greenall, Whitley & Co., Ltd., St. Helens); A. E. Masheder (Liverpool Co-operative Society, Ltd.); A. Slee (Liverpool Warehousing Co., Ltd.). Mr. W. Bennett (Bennett's Haulage, Warehousing and Wharfage Co., Ltd.) was re-appointed hon. auditor for the ensuing year. The meeting closed with a vote of thanks to the Chairman (Mr. T. Lawrenson) and the Hon. Treasurer (Mr. F. G. Birch) for their services during the past year.

Liverpool Cart and Motor Owners' Association.—At a meeting of the Committee of the Liverpool Cart and Motor Owners' Association Mr. Thomas Taylor, of John Taylor and Sons, Union Street, Liverpool, the Vice-President, was appointed President in succession to Mr. W. T. Roberts, who was President 1927—1929, and who has just vacated office. Mr. W. J. Harper was elected Vice-President and Mr. Frank Jones was re-elected Hon. Treasurer. Mr. J. A. Irving, of J. Irving and Co., Ltd., was re-elected trustee in addition to Messrs. W. Edwards, W. T. Roberts and J. C. Harper.

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Traction Vehicles Required for Patras.—Reuter's Trade Service learns that the Municipality of Patras, desirous of providing means of communication for their town, invite tenders up to May 1st next for any kind of traction-system vehicles. Conditions, specifications and other information can be obtained from the Greek Legation in London, the Mayor of Patras, or the Technical Chamber at Athens.

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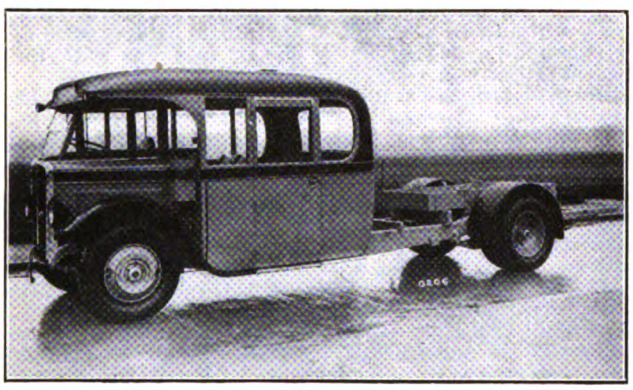
947,303 Miles a Year.—The Dunlop Test Fleet covered a total mileage of 947,303 tyre and wheel miles during last year. This heavy mileage is undertaken over all classes of roads as part of the Dunlop programme of making tests in the interests of tyre users which lead to many improvements in tyre construction. The motor cars lead with 624,228 miles, approximately 2,100 miles a working day, or, in round figures, 12,000 miles a week, which is probably more than the average motorist does in twelve months. It means that every ten days the Fort Dunlop cars cover a mileage which would girdle the globe. Lorries are second with 175,507 miles; motor cycles third with 115,680; and the "push" bikes completed 31,888 miles in the twelve months, mostly over rough road surfaces as the ordinary macadam road is of very little use for cycle tread wear tests.

A Useful Catalogue.—Andrew Page & Son, Ltd., motor accessories factors, head office, 99 Albion Street, Leeds, are now distributing their 1930 catalogue to the motor trade. This contains over 400 pages of the latest information regarding motor and motor cycle, etc., accessories and garage equipment. The pages are fully illustrated. For easy reference the articles are in alphabetical order. The firm invite all traders who have not yet received a copy of this catalogue to get in touch with them.

A Novel Demonstrator.—We illustrate a novel demonstration vehicle which is now being used by the Associated Equipment Co., Ltd., Southall, Middlesex. The body—by Strachans (Acton), Ltd., and mounted on an A.E.C. 95 h.p., 6-cylinder "Regal" single-deck passenger chassis—is designed to carry seven persons in special long distance coach seats, and a large window in the limousine back enables the rear part of the chassis to be studied while the vehicle is in motion. The nearside door is fitted with a louvre and spring step. A special tray for carrying a test load is affixed over the rear axle,



THE A.E.C. DEMONSTRATION VEHICLE REFERRED TO IN TEXT.

and wings and stays are also fitted at the rear. The half cab for the driver incorporates a full door, sloping all-metal windscreen, and sliding glass on the nearside and behind the driver. A prospective operator is enabled to judge, in absolute comfort, the performance of the chassis under conditions equivalent to carrying a full load.

Hay's Wharf Cartage Co., Ltd.—An enjoyable evening was spent by the staff of the Meat Department, of Hay's Wharf Cartage Co., Ltd., and their friends at their Seventh Annual Dinner, held recently at the Manchester Hotel. Councillor E. K. Minter presided, and proposing the toast, "Prosperity of the Firm," dealt with the evolution of the transport industry. After causing amusement by referring to Noah as the world's first meat carrier, he reminded his audience that their allied company, Messrs. Pickfords, Ltd., was one of the first concerns to engage in the transport industry, and their lead had been fully maintained and shared in by Hay's Wharf Cartage Co., Ltd., who to-day were operating an entirely new type of vehicle. He expressed confidence that the future would show the continued realisation of the subject of the toast. The toast of "The Chairman," proposed by Mr. T. G. Perrott, was received with unusual warmth and accorded musical honours. Councillor Minter thanked the staff for their loyal co-operation and said he hoped that when the time came for him to take a less active part in the business the same support would be extended to his son, Mr. Harold F. Minter. The Chairman then expressed the pleasure it gave him to present, on behalf of the staff, a gold watch to Mr. H. Palmer to commemorate the esteem and good wishes which he carried with him when he recently resigned from the company's service to set up in a business of a different kind in Harrow. The toast of "Our Guests" was entertainingly submitted by Mr. H. F. Minter.

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MANCHESTER.

Re-organisation.—Arrangements are being made for the re-organisation of the Manchester Corporation Hackney Coach Department which will be re-named the Public Carriage and Transport Department. The staff will remove from the present offices in Jackson's Row to London Road Police Station.

New Services.—Amongst the new passenger transport services, which have been approved by the Manchester Watch Committee, are the following:—Manchester Corporation Transport Department and the North-Western Road Car Co., Ltd., joint service between a garage in Lower Mosley Street and Northwich, Knutsford and Warrington. Manchester Corporation Transport Department; (1) from New Moston along Moston Lane to Charlestown Road; (2) Bolton to Hyde via Manchester. L.M.S. Railway Company, Manchester to Sheffield via Hyde, Glossop and Ashopton.

Amalgamation. — The Underwood express motor bus services between Sheffield, Manchester, and Blackpool, was amalgamated from Monday, 24th February, with the existing omnibus service of the L.M.S. and L. & N.E. Railways.

More New Buses for Manchester.—Manchester Corporation Transport Committee has approved of a report of the General Manager regarding additional motor buses and recommending that tenders be obtained for the supply of 30 motor bus chassis and 15 single-deck motor bus bodies, and that 15 single-deck bus bodies be built at the Hyde Road Car Works.

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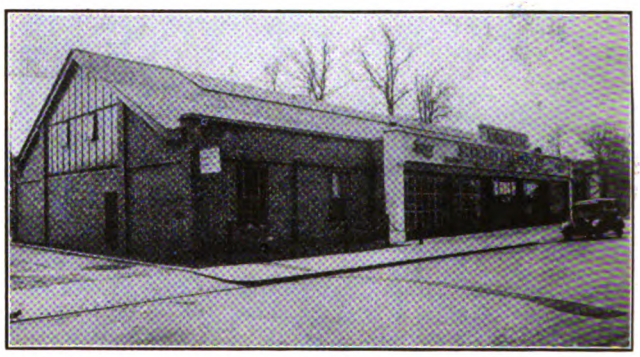

STEWART AND ARDERN'S NEW REGIONAL DEPOT AT CROYDON. FRONTAGE OF SHOWROOMS AND ENTRANCE TO SERVICE AND REPAIR WORKS, ETC.

Morris Vans and Morris Commercial Vehicles. Stewart and Ardern's New Regional Depot at Croydon.—Messrs. Stewart & Ardern, Ltd., the sole London distributors of Morris Cars, Morris House, 103 New Bond Street, W.1, have acquired extensive premises at "Morris House," Bensham Lane, Broad Green, Croydon, Surrey, opened on Monday, February 3rd, so that all Morris owners will have a "Morris House" in the Croydon district. In these Showrooms will be displayed a range of Morris cars and Morris commercial vehicles—the service and repair works adjoining will enable their clients to obtain adequate and efficient service, and a large stock of Morris spare parts will be available. We understand that a daily transport service is in operation between the Central Control Service Depot at Acton, which will enable all special orders being completed with the utmost despatch.

Institution of Automobile Engineers. — Mr. H. R. Ricardo will read a paper entitled "Combustion in Diesel Engines" at a meeting of the Scottish Centre of the Institution of Automobile Engineers, to be held at the Royal Technical College, Glasgow, on March 17th at 7.30 p.m. This paper has been read already in London and Bristol. Captain J. S. Irving will deal with some of the problems encountered in the design of the famous "Golden Arrow" in a paper which he will read at meetings of the Institution, to be held on Tuesday, 18th March, at The Engineering and Scientific Club, Queen Street, Wolverhampton, at 7.30 p.m., and on 26th March at The Engineers' Club, Albert Square, Manchester, at 7 p.m. There will be a meeting of the Leeds Centre on Wednesday, 19th March, at The Metropole

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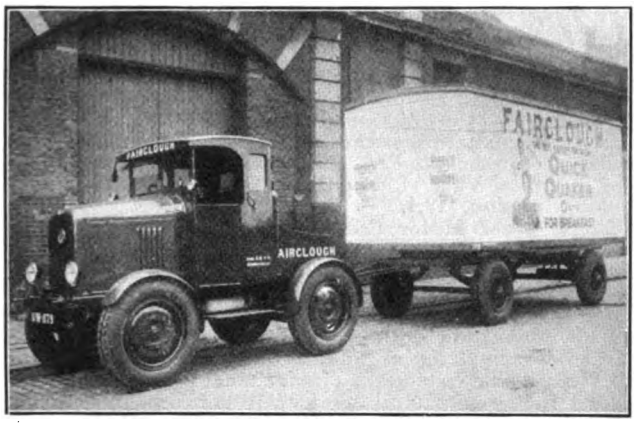
Hotel, King Street, at 7.15 p.m., when a paper will be read by Mr. W. Lewis Morgan on "Organisation of Public Service Motor Vehicle Repair and Maintenance Systems." Cards of invitation to admit visitors to any of the above meetings may be obtained on application to the Secretary, The Institution of Automobile Engineers, Watergate House, Adelphi, London, W.C.2.



A "LATIL" TRACTOR IN THE SERVICE OF T. M. FAIRCLOUGH AND SONS, LTD., GENERAL CARRIERS, 10 CHRISTIAN STREET, LONDON, E.1.

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NORTH-EAST COAST.

Newcastle's Proposed Bus Purchases.—Newcastle Corporation Transport and Electricity Committee proposes to buy nine new motor buses, at a cost of £16,384, and to replace worn-out buses as required, at a total cost of £70,000.

L. & N.E.R. Company Acquires Another Bus Service.—The latest development of the L.N.E.R.'s bus policy is the acquisition of a service of some 25 buses running between Newcastle and Blaydon and formerly owned by a combine of private owners.

United Automobile Services New Garage.—A £40,000 super garage, with accommodation for from 150 to 200 buses, is to be built by the United Automobile Services, Ltd., upon what were private tennis courts, at the corner of Jesmond and Portland Roads, Newcastle-on-Tyne. The scheme provides for offices, mess rooms for employees, etc.; the building will be on handsome architectural lines with porticoed front, with roof on the cantilever principle.

Northern General Transport Company's Dance.—More than 1,000 officials and employees of the Northern General Transport Company from all parts of Northumberland and Durham attended the dance of the company's sports club in the Oxford Galleries, Newcastle. Those present included the General Manager of the company and Chairman of the sports club, Mr. J. Petrie, and Mr. R. B. Maxwell, Vice-Chairman.

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PICKFORDS ENGAGED ON A BIG CONTRACT WITH THE MICHELIN TYRE COMPANY, LTD.

Big Removals by Pickfords, Ltd. — Pickfords, Ltd., recently carried out the removal of the general office furniture, records, and the household effects of the staff of the Michelin Tyre Company, Limited, from London to Stoke-on-Trent. The contract included a stipulation that it was not to be sub-contracted and also a penalty clause as to time. The work was carried out during two week-ends, and comprised 68 van loads. Work was commenced at 8 a.m. on each Saturday and was completed by 11 p.m. on both Sundays, and was carried out entirely by the firm's own removal plant and completed without mishap of any kind. This speaks well for the firm's organisation, especially when it is remembered that the collection of the furniture of the staff was from addresses in all parts of London and Suburbs. On completion of the contract Messrs. Pickfords received a warm letter of appreciation from the Michelin Tyre Company. The firm have recently also carried out the removals of the office furniture and records of the following Companies: United Africa Company, from Liverpool to London (105 loads); Royal Mail Steamship Company, Moorgate to Leadenhall Street, London (197 loads and 22 safes); Prudential Insurance Company's records, from Fetter Lane, London, to Grays Inn Road, London (869 loads).

Royal Show at Manchester.—The London and North Eastern Railway Company announce that additional siding accommodation and a new loading stage is being constructed at Wilbraham Road Station, Manchester, to deal with traffic to and from the Royal Agricultural Show, which will be held in July next.

British Percheron Horse Society. — A Meeting of the Council of the British Percheron Horse Society was held at the Society's Offices, 12 Hanover Square, London, on March 3rd, the President, Lieut.-Colonel Sir Merrik R. Burrell, Bart., occupying the Chair. Classifications for Percheron Horses have been arranged at the undermentioned Agricultural Shows this year:—Royal Agricultural Show, at Manchester. Peterborough Agricultural Show, at Peterborough. Hertfordshire Agricultural Show, at Hatfield. Cambridge Agricultural Show, at Histon. Norfolk Spring Stallion Show, at Norwich. It is also hoped to secure Classes at the Great Yorkshire Show at Hull.

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MIDLANDS.

The Coming Motor Coach Season.—Coach proprietors are very busy preparing their plans for the coming season. As far as the Midlands are concerned it is evident that there will be more coaches and buses on the road than ever this summer. In some quarters bookings are already very heavy. A big season is anticipated.

Tram Scrapping.—One by one tram services are disappearing in the Midlands, the latest to go being the services from Dudley to Stourbridge, Brierley Hill, Amblecote, Kinner, etc., while the system from Dudley to Cradley was abandoned towards the end of last year. The cars are being replaced by petrol buses.

Filling in the Services.—All the big bus companies in the Midlands serving wide areas are busy filling in gaps in services and making them more convenient. Rural districts are being better served, many time-tables being made more frequent. Connections with trains and outgoing long-distance services are being improved at all important points. On this matter the enterprise of the Midland "Red" deserves praise. Another noticeable feature of present developments is the inauguration and augmentation of long-distance services. Everything is being done for the comfort and convenience of passengers, and the finest vehicles possible will be put on the road.

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Railways and their Present Day Activities. — On February 26th last, Mr. F. K. Pelley, District Goods Manager, Great Western Railway, Birmingham, delivered an address to the Industrial Transport Association at the Chamber of Commerce, Birmingham, the subject being "Railways and their Present Day Activities." Mr. Pelley drew attention to the railways as a national institution and as a national asset, and after referring to their unfortunate position after the War, sketched the efforts which have since been made to bring them up to date. Included in these activities were:—The speeding up of freight traffic; the handling of transfer traffic (smalls); train time-tables (for freight traffic); registered transits by the Great Western Company; rail-head deliveries and collections; concentration centres; motor lorry services; containers; high capacity wagons. Mr. Pelley said that the aim of the railways was to keep abreast, if not ahead, of the demands of industry. The railways were proving and trying every mechanical device for ensuring safe and speedy work and saving labour, and at the same time were studying their customers needs to a greater extent than ever before.

Roads and Bridges. £1,000,000 Programme.—A scheme to cost over £1,000,000, and covering improvements of many roads and the construction and improvement of bridges in the county, has been prepared by the Northumberland County Council. The proposals cover a five years' programme.

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Progressive Bristol.—We have received from Mr. H. V. Hindle, the Secretary to the Bristol Development Board, a copy of an interesting booklet entitled "Progressive Bristol." This booklet, as may readily be guessed, is published in order to make known the many advantages of the Port of Bristol and also of Bristol and district for factories and workshops. The booklet is intended for circulation amongst Chambers of Commerce, Branches of the Federation of British Industries, industrial agencies and manufacturing concerns in Great Britain, the British Empire and the U.S. of America. The booklet is well illustrated and sets forth in a clear and concise way the advantages of the Port of Bristol; gives illustrations of some of the great factories for which Bristol has so long been noted; draws attention to the great population with a comparatively small radius and emphasises the fine navigable waterways in the river Severn and the Avon which gives Bristol such wonderful transport facilities.

Tingle, Jacobs & Co.—Remembering as we do the firm of Tingle, Jacobs & Co., and recalling a very interesting article which we wrote many years ago describing this old established firm of town carmen and cartage contractors, it is interesting to record that they have kept

A 30-CWT. CHEVROLET LORRY IN THE SERVICE OF TINGLE, JACOBS & CO.

abreast of the times and although retaining their old designation as carmen, are also motor transport contractors. They have recently purchased a 30-cwt. Chevrolet Lorry the body of which is built for any class of traffic and is used for all purposes in their very varied business. They find it equally serviceable in London and for long country journeys and the engine economical as regards consumption of petrol and oil.

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HULL.

Proposed New Bridge across the Humber.—Sir Douglas Fox & Partners, the eminent engineers who were called in to advise on the bridging or tunnelling of the River Humber, have concluded their report. Publicity has not yet been given to their detailed findings, and the reasons upon which they base them, but our Hull correspondent has the authority of the Lord Mayor, to whom the report has been delivered, for saying that the consultants favour a bridge in preference to a tunnel, and place the estimated cost at £1,750,000. The bridge will provide accommodation for vehicular, pedestrian and railway traffic, and the suggestion is to throw it across the Humber a few miles above Hull.

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London Van Horse Parade Society.—The 22nd Annual Parade of London van horses, organised by The London Van Horse Parade Society, will be held in the Inner Circle, Regent's Park, London, on Easter Monday, 21st April, 1930. Horses must be used exclusively for trade purposes, but not in licensed vehicles, omnibuses or cabs. They shall be able to trot, and shall not be what are known as cart horses, or be eligible for the Cart Horse Parade. The Society's entry lists are open to the whole of London's van horses. So long as the horse is properly groomed, well looked after, and continuous attention has been given to its harness, and the van is clean, every driver has an equal chance of securing the Society's First Class Award and the R.S.P.C.A. Merit Badge. Entries close first post on Monday, 31st March, 1930. The Parade is divided into the following classes:—Section 1. Single-horse vehicles. Section 2. Pair-horse vehicles. Horses in Sections 1 and 2 must be shown in the actual vehicle and harness in which they perform their daily work, and must have been so used for at least three months prior to the Parade. Section 3. Barge horses, to be led and shown in working gear. (All exhibits must have been used regularly for towing barges since 1st January, 1930.) Money prizes, award cards and rosettes will be awarded. For the 1929 Parade 610 entries were received, 569 received 1st class awards, 36 received 2nd class awards and 29 horse foremen received a Certificate of Merit for showing teams of four first-class prize winners. Entry forms and full particulars may be obtained on application to Mr. R. A. Brown, Secretary, The London Van Horse Parade Society, 12 Hanover Square, London, W.1.

King's Cross Motor Coach Station.—In our last issue we gave some particulars of the motor coach station at King's Cross which is now being built. Messrs. E. H. Stodart & Co. to whom we were indebted for the information which we gave, ask us to point out that this station has no connection with any other coach station which may be contemplated at Victoria or elsewhere in London and that owing to certain circumstances connected with finance the architectural work will not now be carried out by themselves, but by Messrs. Trehearne & Norman.

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SOUTH WALES.

Great Western Railway Company Absorbs Old Llanelly Firm.—The Great Western Railway Company has taken over the 60 years old Llanelly firm of carting and haulage contractors, Messrs. D. Davies & Son, of which for the past 37 years Mr. Sam Phillips has been Manager. The company did some 20,000 tons of collection and delivery annually for the G.W.R. Company alone. Mr. Tom E. Thomas, for over 30 years with Messrs. Davies & Son, and latterly chief clerk, has been presented with a gold albert and inscribed pendant by the G.W.R. Llanelly goods dept. on the merger taking place. The G.W.R Company takes over the employees, cars, lorries and premises, etc., of Messrs. Davies and Son.

South Wales Bus Services Merger. — The Red and White Services, Ltd., Lydney, Managing Director, Mr. J. H. Watts, have absorbed the following South Wales bus services:—Western Services Co., Ltd.; the Valleys Motor Bus Services, Tredegar; the Valleys Motor Co., Ebbw Vale; Aberdare Motor Services, Ltd.; South Mon. Motors, Ltd.; Gloucestershire Transport Co., Ltd., and Hereford Transport Co., Ltd. The Red and White Services, Ltd., will control these companies, and have made a number of running agreements with other companies.

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De Dion-Bouton Vehicles.—The well-known French motor car manufacturers, De Dion-Bouton, are at present negotiating with new concessionaires in this country with a view to assembling the firm's chassis at works in London, and for the exclusive agency for De Dion-Bouton products for Great Britain and her Colonies. Pending completion of such negotiations, the Company can supply their spare parts direct from the Works at Puteaux (France), and Mr. H. O. Duncan, The De Dion-Bouton British representative, 5, rue de l'Isly, Paris, will give immediate attention to all enquiries.

Sentinel Waggon Works, Ltd.—The Report by the Directors of the Sentinel Waggon Works, Ltd., Shrewsbury, submitted to the Tenth Ordinary General Meeting of Shareholders, held on February 19th last, mentions that the introduction of new models in both road and rail vehicles resulted in the Works being fully employed for the greater part of the year. The confidence which the Board expressed in last year's Report as to better trading prospects had been borne out during 1929, and the results were considered satisfactory. Trading conditions, however, still remained difficult, but with the economies in production and selling which had been instituted as mentioned in last year's Report, it was hoped that the good results shown would continue.

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SCOTLAND.

New Booking Office.—A new general booking office has been opened by Thomson's Travel Bureau at 52/56 New City Road, Glasgow, who are now members of the British Passenger Agents' Association for world wide tours. Numerous agencies for shipping companies have also been secured and Imperial Airways is now also included in the bookings which the Bureau undertake.

Edinburgh—London Service.—Long distance tours are increasing, and one of the latest is a day and night ser-

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vice between Edinburgh and London. The vehicles used are of the double-deck type.

Passenger Agents' Social. — The Scottish Passenger Agents' Association held their Annual Dance in the Central Station Hotel, Glasgow, and great success attended the function over which Mr. William Bell, of Motherwell, the President, acted as a genial host.

Scottish Commercial Motor Users' Association.—The Annual Meeting of the Scottish Commercial Motor Users' Association was held in Edinburgh recently, and in his Report the Secretary, Mr. John W. Loudon, S.S.C., states that the Association continues to make progress. During the past year various Corporations have promoted Provisional Orders asking for powers which would be most injurious to the industry if granted. Certain clauses were objected to by the Association and these, largely asking for monopoly powers, were not granted to the petitioners. The office bearers elected for the ensuing year were:—Edinburgh Area, Mr. E. Graham Guest, J.P. (Chairman); Bailie J. W. Thomson, J.P. (Vice-Chairman). Committee: Messrs. J. Chalmers, Coull, Cranston, Smart, Hutchinson, and Sloan. Glasgow Area, Mr. J. C. Caldwell (Chairman); Mr. A. Rodger (Vice-Chairman). Committee: Messrs. Beaton, Howie, Mudie, Hamilton, Rankin, Stevenson and Sir David Mason. Dundee Area, Mr. C. H. Marshall (Chairman); Mr. Thomas W. Watson (Vice-Chairman). Committee: Messrs. Callander, Horsburgh, Meredith, Reid, Valentine, Robertson, and Watson. Aberdeen Area, Mr. W. Wisely, Jun. (Chairman). Committee: Messrs. Seggie, Hird, and Brown. Mr. Loudon was re-elected General Secretary.

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Change of Address.—The address of the Birmingham Branch of David Moseley & Sons, Ltd., the well-known India Rubber Manufacturers of Ardwick, Manchester, is now 17, Ombersley Road, Balsall Heath, Birmingham. Telegrams: Moseam, Phone, Birmingham; Telephone: Calthorpe 1285.

Channel Motor Car Ferry.—The Channel motor car ferry service between Dover and Calais, which was discontinued in December, will be resumed on April 15th. The service is worked by Townsend Bros., Ferries, Ltd., 101, Leadenhall Street, E.C.3.

Drivers Hours.—At a meeting of the Birmingham Horse and Motor Vehicle Owners' Association, Mr. J. H. Stirk presiding, a resolution was unanimously passed declaring the view that Clause 19 of the Road Traffic Bill, as amended on report, must be deleted, as it would seriously interfere with the road transport industry. "The operation of the clause," the resolution stated, "would be impracticable and ruinous to owners of road transport vehicles, who have substantial financial interests involved." The clause in question limits the time for which drivers of certain vehicles may remain continuously on duty.

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NORTHERN IRELAND.

Railway Company's Road Motor Services.—The Great Northern Railway Company's (Ireland) road motor services earned a revenue of £51,330 last year and the Company's accounts under this heading showed a credit balance of £395. Most of the buses, however, were only operating for a few months and the return for a full year is expected to be better. The Company have 65 buses on the road and 20 on order and the route mileage covered is 535. It is proposed to purchase a number of additional motor lorries to augment the Company's road motor service.

Road v. Rail.—Mr. Thomas Richardson, Chairman of the Belfast and County Down Railway, does not expect bus competition to become more severe unless bus fares are raised. His own company made the first application heard by the Ulster Bus Fares Tribunal and were given permission to increase the bus fares between Belfast and Holywood, a distance of four or five miles.

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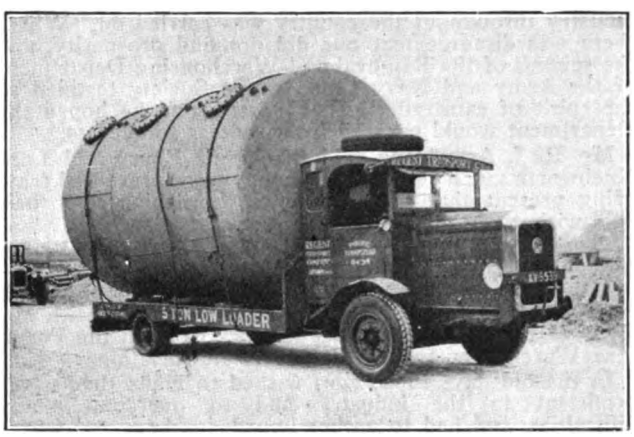
Market for Motor Vehicles—China.—A short confidential memorandum on the market for motor vehicles in China has been prepared by the Department of Overseas Trade from information furnished by the Acting Commercial Secretary, British Consulate-General, Shanghai, and issued to firms whose names are entered on its Special Register. United Kingdom firms desirous of receiving a copy of this report should communicate with the Department of Overseas Trade, 35, Old Queen Street, London, S.W.1, and quote reference number A.X. 9227.

New R.A.C. Port Office.—An additional office has been opened by the Royal Automobile Club at Dover for the convenience of motorists arriving at or leaving from that port with their cars or motor cycles. By the courtesy of Messrs. Frederick Hotels, Ltd., the office is actually in the Lord Warden Hotel, being most conveniently situated for members requiring any information appertaining to cross Channel or other formalities relating to the shipment of a motor vehicle. The new office is supplementary to the existing R.A.C. office on the Marine Station at Dover Harbour.

Road Vehicles—Great Britain.—A return has been issued by the Ministry of Transport giving particulars of the number of motor vehicles registered for the first time under the Roads Act, 1920, during the month of December, 1929. Copies (price 2/6) can be obtained from H.M. Stationery Office, Adastral House, Kingsway, W.C.2 The return shews the number of each class of vehicle registered for the first time by each Licensing and Registration Authority analysed in detail according to various taxation scales, e.g., motor cars under headings of horse power, goods vehicles under headings of unladen weight, hackney vehicles under headings of seating capacity, etc.

Latil Low-loading 5-ton Chassis for Bulky Loads.—The Regent Transport Co., of 33-35 Holmes Road, Kentish Town, London, N.W.5, inform us that they find the Latil low-loading 5-ton chassis ideal for carrying bulky or awkward loads, especially where the goods have to be man-handled, and that the manufacturers are to be congratulated on putting on the market a really good front wheel drive job; further, this forward drive mounted on giant pneumatics eliminates the front wheel skidding peculiar to some of the Regent Transport Company's



A LATIL TYPE NP5LL LOW-LOADING 5-TON CHASSIS IN THE SERVICE OF THE REGENT TRANSPORT CO., OF KENTISH TOWN.

other low type lorries, whilst the cost per mile for tyres is much lower than for small solids. The model illustrated is one of a range of chassis for which Latil Industrial Vehicles, Ltd., 11 Albert Embankment, London, S.E.11, claim to have a solution for every transport problem.

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IRISH FREE STATE.

Bus Owners and Motor Legislation.—A deputation from the Irish Bus Owners' Association recently waited on the Minister for Industry and Commerce in Dublin, and placed before him the views of the Association in respect to the Bill which is to be introduced in Dail Eireann in due time. The deputation reminded the Minister that intensity of competition and weight of taxation in the Free State were gradually destroying the present operators, and that those operators who endeavoured to give the best service and the best conditions suffered most in this struggle. It was also pointed out that the third recommendation of the Report of the Government Court of Inquiry suggested the curtailment of licences to bus owners, and it was urged that the adoption of this recommendation would be best because: (1) It would help the present operators; (2) it would secure economical conditions; and (3) it would preserve individuality. It was stated that the only hope for the development of transport in the Free State lay in the adoption of the third recommendation, whereby licences would be curtailed, and the present operators, having some fixity of tenure, would be induced to make greater efforts to provide the necessary facilities. The Minister discussed the recommendations with the members of the deputation, and said that the points raised would have his careful consideration.

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The Army and Navy Co-operative Society Ltd.

THE Annual Dinner of the Removals and Warehousing Department of the Army and Navy Co-operative Society, Ltd., Victoria Street, Westminster, London, was held at the "Comedy Restaurant," Haymarket, on February 22nd last.

Mr. R. J. Armstrong, A.M.Inst.T., Manager of the Removal and Warehousing Department of the Society presided, and at the conclusion of the dinner submitted the toast of "The King," which was honoured in the usual loyal manner.

On behalf of the staff Mrs. R. J. Armstrong made presentations to Mr. Eckett and Mr. White, who have retired from the service of the Society, the former after 44 years work and the latter, 36 years.

Mr. Victor Brown, J.P., C.C., S.C.C., proposing the toast, "Removal and Warehousing Dept., A. & N.C.S., Ltd.," said how very pleased all were that Mr. Armstrong was regaining his health after his recent accident. He then referred to the rapid growth of the Department since the year 1886, and said that he sometimes wished he had himself chosen to be a furniture remover as were so many of his friends and he believed he might have been better off (laughter).

Their gathering that night emphasised the happy relations existing between the management and the staff, and was indicative of the spirit in which the work of their industry throughout the country was carried on. Where there was disagreement one did not find prosperity, and the success of the Removal and Warehousing Department of the Army and Navy Co-operative Society testified to the spirit of camaraderie that existed, and he hoped the Department would proceed from success to success.

Mr. R. J. Armstrong said that Lord Ebury and Lord Knebworth much regretted that they were prevented from being present that evening. Their Lordships sent their best wishes to the staff for a happy time.

Continuing, Mr. Armstrong thanked Mr. Victor Brown for proposing the success of the Department.

Although not a Removal Contractor, Mr. Victor Brown knew the difficulties of the trade, and years ago with Mr. Byng Hall and others, he set to work to form the Furniture Warehousemen and Removers' Association.

In the old days those who wished to make themselves proficient in the industry had to overcome many difficulties, and had to gather knowledge how and where they could. To-day they had their pupils and apprentices, and as time went on the industry and the public should gain by a more efficient service.

As Mr. Victor Brown had said, the Removals Department of the Army and Navy Co-operative Society was started in earnest in the year 1886, and its career had been one of steady progress. Not only had the home trade increased, but the Foreign Department had always had a fair share of work. The Cross Continental business of the Society was as interesting as the Cross Country work. They had carried out contracts from Ireland to Scotland, Wales to Scotland, Scotland to Canada, Portugal to France, Spain to South America, France to Jamaica, the Midlands of England to East Africa, including furniture, horses and a pack of hounds. They visited the German Palace recently to collect what remained of the effects they had taken there in 1914.

It was a pleasure to see all so happy together, and it was the one gathering of the year the staff looked forward to most (applause).

Mr. G. H. Wilson proposed the toast of the ladies and visitors and in the course of his remarks mentioned that it had been said that real friendship did not exist in business, but personally he believed that it did exist, even in these days of keen competition, provided that the competition was healthy, and gatherings such as their annual dinner created an atmosphere of good fellowship, and it did one good to meet one's competitors.

Mr. F. G. Cressy, J.P., Chairman of the Brentford and Chiswick Urban District Council, responded and mentioned that their Chairman had recently become a member of the Brentford and Chiswick Urban District Council, and had proved to be a very useful member (applause).

In the course of the evening Miss W. F. Gilbert presented a handsome bouquet to Mrs. R. J. Armstrong and conveyed to her the best wishes of the staff.

The musical items were enjoyed greatly. Mr. R. Stewart Armstrong fulfilled the duties of accompanist with ability.

Amalgamated Horse and Motor Owners' [illegible]ion.

THE Twentieth Annual Gene[illegible]ing [illegible] Horse and Motor Owners' Association (Ma[illegible] Seventh Annual General Meeting of the [illegible] Motor Users' Association (S. East Lancashire Area), the Quarterly Conference of members of the Joint Organisation, were held at the Boar's Head Hotel, Radcliffe Bridge, Radcliffe, on 1st March last.

Mr. J. S. Howarth (Secretary) presented the Report of the General Council and touched on several m tters of importance which had been recently dealt with. [illegible] meetings of Committees of the joint organisa[illegible] been held to analyse the various sections in Traffic Bill. Amendments had been drafted t[illegible] number of clauses contained in the Bill and su[illegible] the Minister of Transport for inclusion in the

Traffic Control by Lights. — A memorandum by Minister of Transport dealing with traffic control by l[illegible] signals had been considered by the Committee, suggested that the pillar light in the centre of a crossing; where such crossing is of a suitable character for a pillar light, should be put forward as a standard light, for crossings of that description.

Surrender of Licences.—At the request of the organisation a local Member of Parliament had taken up the question of the surrender of licences on motor vehicles. It is provided that such licences be posted not later than the last post the day previous to the first of the month, failing which no allowance to be made until the following month. The matter was taken up in consequence of a member being refused an allowance although he took the licence to the local licensing officer the following morning, by ten o' clock. One of his vehicles had only been out one day during the first 14 days of the quarter, and on that outing had met with an accident which made the vehicle useless for further running. The member concerned went to the Licensing Officer and told him that the machine had been out and, therefore, he was liable for the licence duty, but an accident had happened which made the machine beyond repair and he would be claiming an allowance at the end of the month, when most likely he would surrender another licence in connection with one of his other machines.

In consequence of the attitude taken up by the Local Licensing Officer, Mr. Howarth personally interviewed the local M.P. for the district, who had taken the matter up with the Minister of Transport. The Minister, in his reply to the local M.P., stated that in accordance with the regulations the licence should be posted not later than the last post the day previous to the first of the month, otherwise no allowance can be made. The local M.P., in communicating with Mr. Howarth, said he is not prepared to let this matter drop, as the Regulation is a stupid one, and ought to be amended. Mr. Howarth pointed out that when a licence is issued the holder of that licence is entitled to use the vehicle up to 12 o' clock on the last day of the month, when the quarter ends on that day, as there is nothing in the Act which states that the licence expires previously. Under these circumstances he was hoping that some fresh regulations would be made whereby the holder of a licence can use his machine up to midnight on the last day of the quarter, and that the restrictions now in force will be altered accordingly.

Farriers Charges.—A reply has now been received from the Bolton, Bury and Radcliffe districts of the Master Farriers' Association, stating that they are not prepared to make any reduction in the charges for the shoeing of horses in their districts.

Corporation Bills.—Several authorities have introduced private Bills into Parliament, including the Manchester Corporation and the Rochdale Corporation. The Manchester Corporation Bill in one clause are seeking powers to stop vehicles from passing stationary tram cars when picking up or depositing passengers. This clause is being opposed by the various organisations, and it is hoped that some arrangements will be come to before the Bill comes before Parliament. In respect to the Rochdale Corporation Bill one section of the Bill is asking for powers to run special omnibuses with [illegible] any limit as to distance. This matter has been ta[illegible] and it is hoped that some agreement will be ar[illegible] same comes before Parliament.

Five new members have been accepte[illegible] quarter.

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London Shipping and Forwarding Agents' Social ...rence.

A ... station Hotel, G... ndon Shipping and Forwarding Agents' Association held tended the function, over... held on Wednesday, Motherwell, the President of the Conference, Mr. Scottish..., was in the Chair, and the following members of the Council were present:—Mr. H. K. Coppendale (Annu... Pollexfen & Blair, Ltd.); Mr. F. J. Gerson (Rosenberg, Loewe & Co., Succrs., Ltd.); Mr. H. Gilbert (G. W. Sheldon & Co., Ltd.); Mr. C. McEwan (Thos. Cook & Sons, Ltd.); Mr. W. Narracott (Van Oppen & Co., Ltd.); Mr. G. Perry (British Commercial Transport Co., Ltd.); Mr. L. G. Stockwell (Stockwell & Co., Ltd.); Mr. ... field (Chas. Atkins & Nisbet).

... for ... y for absence was intimated from Mr. P. Th... herland International Despatch, Ltd.).

E... The minutes of the last Council Meeting ... been circulated) were approved and signed.

... Arising from Minutes. *Competition by a certain ...hip company*, who, it was reported at the last Council ..., had been issuing circulars soliciting forwarding business. The President reported that he had had an interview with a representative of this firm. This interview had been confirmed by a letter, which was read to the meeting. The company stated that they had no intention of working without profit and had no wish to deprive agents of business they already held. In the case of new business, however, they would compete on ordinary economic terms.

It was decided that no further steps should be taken unless it was found that the company did not act in accordance with the terms of their letter.

Over-entry Certificates. In accordance with the decision reached at the last meeting of the Council, the President had interviewed representatives of the Customs authorities with regard to the possibility of over-entry certificates being allowed for duty overpaid on goods landed at members' own wharves. The Customs authorities, however, could not see their way to do anything in the matter.

Correspondence. (1) A letter was reported from the Port of London Authority in which they asked whether the Conference wished the names of its members to be inserted in the forthcoming revised edition of their handbook, "General Information as to the Shipment of Goods through the Port of London," in the original edition of which a list of the Conference members had appeared. It was agreed that the names should be inserted in the revised edition. (2) Letters had been received from member firms concerning proposed new export rates on rubber which seemed likely to benefit some agents interested in this particular traffic to the detriment of the others. Representatives of the firms concerned, who were present at the meeting, explained the position fully, and considerable discussion took place. It was agreed that the Conference should support the members affected by the new arrangements, and a course of action was decided upon. (3) It was reported that a letter had been received from a member-firm dealing with Bill of Lading and Port Agents' Commission on f.o.b. contracts. This was noted as a matter of interest. (4) A letter from another member dealt with the likelihood of greater restrictions being placed on the issuance of Customs Brokers' licences in New York.

Applications for Membership. Two applications for membership of the Conference were considered, of which one was accepted and the other referred to the membership committee.

Insurance Scheme in Force Among German Forwarding Agents. Some discussion took place with regard to this scheme which the Council have had under consideration for some time, with a view to drawing up a similar scheme which might be suitable for adoption by the Conference. It was decided that the German scheme should be considered by each Section at its next meeting, and that a committee consisting of representatives from each Section should then be appointed to formulate a scheme for submission to the members of the Conference.

Blue Star Line.—Mr. Leonard Dewey, general manager of the Blue Star Line, has returned to London from an extended tour in the Far East.

Brisbane as Terminal Port for P. & O. Vessels.—Mr. A. E. Moore ... Premier of Queensland, has announced that ... of the P. & O. Line would later in the ... London. ... e a terminal port, and expressed the ... New R... State at the Company's decision, which, opened ... be welcomed both by travellers and conven... ...cles. port...

Liverpool Shipping and Forwarding Agents' Association.

Traders' Conference.—Mr. S. L. Jude, secretary of the Liverpool Shipping and Forwarding Agents' Association on Thursday, February 27th, represented the Association at the Railway Traders' Conference held at Liverpool. A number of questions of interest to shipping and forwarding agents were brought forward and were received sympathetically by the railway companies representatives who promised to give consideration to various points raised. Recently the Shipping and Forwarding Agents' Association circularised members requesting, if they had any difficulties which might be usefully discussed at the Conference, to communicate them to the secretary so that he could act on their behalf. The response generally, was quite satisfactory.

Appointments.—At a recent meeting of the Council of the Liverpool Shipping and Forwarding Agents' Association, it was decided to send a letter of congratulation to the President, Mr. David Jones of Messrs. Elder Dempster & Co., Ltd., on his election to the position of President of the Chamber of Shipping. Another member of the Association, Mr. L. M.. Clark, of Messrs. Larrinaga & Co., Ltd., 30, James Street, Liverpool, has been honoured by the shipowners. He has been appointed chairman of the Liverpool Steamship Owners' Association.

Successful Membership Campaign.—The membership campaign of the Liverpool Shipping and Forwarding Agents' Association is bearing good fruit. The latest adherents to the Association are Messrs. Vogt and Maguire, 29, South Castle Street, Liverpool, and Charles G. Dunn & Co., of 19, James Street, Liverpool. Several inquiries had been received from prospective members and some of these, it is almost certain, will satisfactorily mature. There are not many shipping and forwarding agents in the port of Liverpool now outside the membership of the Association.

Manchester Shipping & Forwarding Agents' Conference.

THE Annual General Meeting of the Manchester Shipping and Forwarding Agents' Conference was held at Manchester on Wednesday, 26th February.

Mr. H. P. Lumb, who presided, mentioned that progress had been made, and much work had been done by the British Association of Shipping and Forwarding Agents to which the Association was affiliated. It was pleasing to remark that the London Shipping and Forwarding Agents' Conference had also become affiliated to the British Association of Shipping and Forwarding Agents.

MR. NORMAN N. BIRD.
CHAIRMAN,
MANCHESTER SHIPPING AND FORWARDING AGENTS' CONFERENCE.

Trade in Manchester throughout 1929 had been bad, and many members were feeling the effects of the general depression. The outlook for the future was not too good, but probably the state of trade would be more settled after April 14th (the date of the Budget statement).

The Treasurer presented his account, showing a very satisfactory balance in hand.

The following officers were elected:—Chairman, Mr. N. N. Bird; Vice-Chairman, Mr. H. P. Lumb; Hon. Secretary, Mr. J. H. Allen; Hon. Treasurer, Mr. A. V. Reeves. The foregoing will form the Executive Committee. Messrs. Armstrong and Worrall & Co. were asked again to act as Hon. Auditors.

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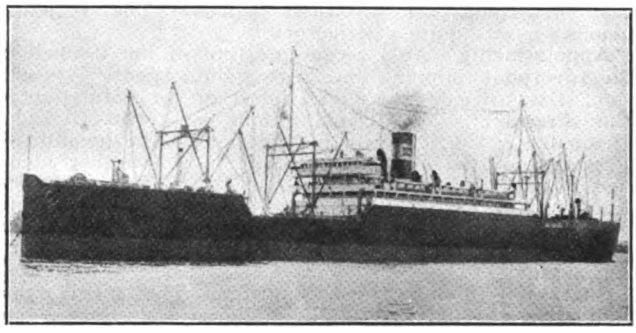
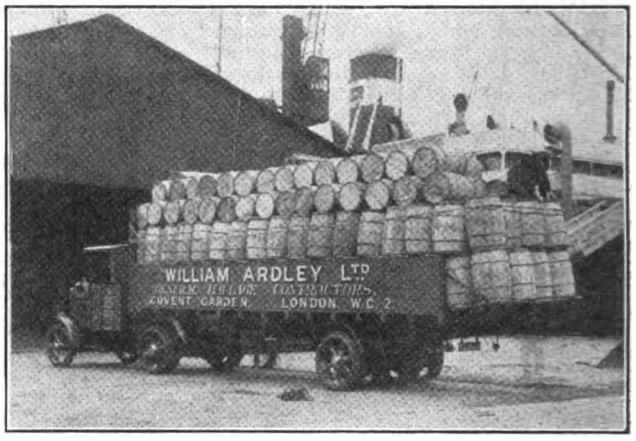
American Merchant Lines.

WE took part in a very interesting event on February 19th last when Runciman (London), Ltd., the United Kingdom Agents (Freight and Operating) of American Merchant Lines entertained a few friends on board the "American Merchant" in the Royal Albert Dock. The guests were taken down in two luxurious motor coaches, identical with those in which passengers are taken to the docks, the party being in the charge of Mr. E. Shand, the Traffic Manager, and having as its host, Mr. Philip Runciman. On arriving at the ship's side, to which we were taken direct by the motor coaches, we were received by Capt. Mitchell and the officers of the ship and were surprised to find the splendid accommodation given on these boats. While mainly cargo vessels they have accommodation for 85 passengers, the tourist cabin class, and all the appointments are most comfortable and up-to-date. Dinner was served in the saloon and we were informed that the very enjoyable menu which was served to us was exactly that given to the passengers on the ship. The five ships comprising the fleet are named:—s.s. "American Banker," s.s. "American Shipper," s.s. "American Farmer," s.s. American Trader," and s.s. "American Merchant," and these maintain a weekly service between London and New York.



ONE OF THE FLEET OF AMERICAN MERCHANT LINES.

Mr. Philip Runciman, in welcoming the guests at the close of the dinner, stated that the policy of the company was to provide the utmost service for its customers and to co-operate with them and with the agents in every possible way. At the close of the proceedings we were able to see something of the arrangements made for the comfort of the passengers, both in the sleeping accommodation and in the very comfortable lounge, or Social Hall as it is called. There is also ample deck space for exercise and games while at sea. American Merchant Lines are prepared to cater for all requirements for goods transport, whether for ordinary general cargo, live stock, or refrigerator cargo, for all of which they have facilities to meet all requirements. The entire fleet is fitted with modern refrigerator installation so that the various chambers can be kept at independent temperatures. The loading berth is specially well situated, having direct rail and road connections. All enquiries, either for passengers or goods, should be addressed to American Merchant Lines (Runciman), Ltd., 52-54, Leadenhall Street, E.C.3.



A SCAMMELL LORRY TAKING 200 BARRELS OF APPLES TO MARKET FROM THE DOCKS.

Port of London Authority.

JANUARY was a very good month as regards shipping for the Port of London. During that month 4,967,570 net register tons used the Port, an increase of 173,873 net register tons compared with January, 1929.

The figures for the Port for the ten months ended January, 1930, are also satisfactory and are as follows:—

	net reg. tons
10 months ended January, 1930 ...	49,319,869
10 months ended January, 1929 ...	47,010,451

The ten months ended January, 1930, were thus better than the ten months ended January, 1929, by 2,309,418 net register tons or 9.7 per cent. During the period under review the total tonnage of vessels that used all United Kingdom ports increased by 14.3 per cent.

* * * *

Although statistics of the movement of goods for the whole of the Port of London are not available, the tonnage of goods handled by the Port of London Authority gives a fair indication of affairs. During the ten months ended January, 1930, the goods landed were 147,983 tons or 8.3 per cent. more than during the corresponding period of 1928/1929.

* * * *

The Port of London Authority have received a further letter from Mr. F. Maclure Sclanders, Commissioner of the Saint John Board of Trade (New Brunswick), emphasising "the great opening in Canada for Old Country commodities."

In his letter Mr. Sclanders says:—

> "The whole purpose of my letters to you was to impress that the volume of traffic between us was capable of very great expansion—*if British exporters would take some real, practical, energetic, business-like interest in their Canadian possibilities.* I unhesitatingly contend that, of all export markets, Canada has been the most neglected by the exporters of Great Britain; and the figures I have given surely clinch that contention beyond all peradventure. Therefore, the task confronting an important body such as yours—a task that seems fundamental—is to exert yourselves towards the development of business between the Old Country and Canada by convincing Old Country manufacturers of their wide, splendid, previously neglected Canadian opportunities. May I suggest that a campaign of this nature on your part would, as it were, kill two birds with one stone. It would make your organisation the medium responsible for increasing business between the Old Country and Canada.
>
> In fine, the main thing that concerns us as good subjects, and concerns British manufacturers who need all the business they can get, is that your manufacturers are permitting their United States competitors to predominantly possess the Canadian market. It is agitation and advertising on the other side that is so urgently needed; not on this side.
>
> The main thing is to awaken British manufacturers to their Canadian opportunities. Once do that properly, and all else will be added to the Port of London."

* * * *

Tilbury Passenger Landing Stage.—The Port of London Authority announce that the new passenger landing stage in the river at Tilbury will be opened on Friday, the 16th May, 1930. The ceremony will be performed by the Prime Minister. The new facilities for the embarkation and disembarkation of passengers at Tilbury have been carried out by the Port of London Authority in conjunction with the London, Midland & Scottish Railway Company. A floating stage and a baggage hall on shore have been constructed by the Port of London Authority, and the railway company have reconstructed and enlarged their railway station adjoining. The Tilbury passenger landing stage renders it possible to discontinue the practice of embarking and disembarking passengers by tender between the shore and vessels lying in the river, or, alternatively, of passengers waiting on board ship until the vessel reaches her berth in dock.

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The Port of Bristol and Birmingham.

BIRMINGHAM is very important to Bristol and it is claimed, with a good deal of reason, that Bristol is the most convenient port for serving the important area which Birmingham represents. It was, therefore, only natural that the Port of Bristol should have a very attractive stand at the British Industries Fair at Birmingham, comprising a large scale model of the docks, and a daylight cinema showing some of the facilities of the port and its manifold activities in connection wth the import and export of goods.

In the same connection a very interesting and enjoyable function took place on February 21st, when a luncheon was given to about 200 guests, presided over by Mr. Walter Bryant, the Lord Mayor of Bristol. He was supported by Alderman E. M. Dyer, Chairman of the Port of Bristol Authority, and a number of members of the Authority. Leading officials of the docks who were present included:—Mr. T. A. Peace, the General Manager; Mr. Frank Brown, Assistant General Manager; Mr. W. P. Wordsworth, Chief Assistant Engineer, and Mr. C. F. England, Deputy Commercial Manager.

Amongst the distinguished guests who were present were:—The Lord Mayor and Lady Mayoress of Birmingham, Alderman and Mrs. Lancaster, Sir Austen Chamberlain, K.G., and the Mayors of neighbouring midland towns. In addition, a considerable contingent travelled from Bristol to be present, these representing the numerous trades interested in the Port of Bristol.

In his speech, proposing the Toast of the British Industries Fair, the Lord Mayor of Bristol stated quite frankly that the luncheon was a business gathering and they felt that Bristol and Birmingham could co-operate much more closely than they did at the present time as they had much in common. He asked them to regard Bristol as their neighbour. In point of equipment and appliances the Bristol Port probably ranked as the first in the United Kingdom and they were told recently by responsible authorities that they were twenty years ahead of requirements in this respect.

The Lord Mayor of Birmingham, in responding to the Toast, agreed that it was all to the good that Birmingham and Bristol should be brought closely together. He then went on to deal in a very able and statesmanlike way with the problem of unemployment, emphasising that the only way to cure the trouble was to increase the trade and commerce of the country.

Alderman E. M. Dyer proposed the Toast of "Our Guests" and emphasised in more detail the reason for the meeting, which was to secure more business for the Port of Bristol from the Birmingham area.

Sir Austen Chamberlain, replying to the Toast, complimented the Lord Mayor of Birmingham on the way in which he had dealt with the subject of unemployment. Sir Gilbert Vile and Mr. W. Wilson Hamill, Managing Director of Morris Commercial Cars, Ltd., also replied to the Toast. Mr. Hamill expressed regret that the previous speakers had not seen their way to refer more fully to the question of tariff reform, and emphasised his opinion that a complete change in our fiscal policy was necessary to restore the prosperity of the country.

Antwerp's International Exhibition, 1930.

THE Executive Committee of the International Exhibition to open in Antwerp on April 26th next, have just published a list of the twenty-eight foreign countries which will be officially represented.

These are: Algeria, Brazil, Canada, Chile, Colombia, the British Colonies, Costo Rico, Denmark, Ecuador, France, Finland, Great Britain, the Dutch Indies, Italy, Japan, Letland, Lithuania, Morocco, Norway, Portugal, Sweden, Tunisia, Uruguay, New Caledonia, Holland, Peru, Persia, Poland. This list leaves no doubt as to the success of this International Colonial, Maritime and Flemish Art Exhibition, which Antwerp is organising to commemorate the Centenary of Belgium's Independence. The town of Antwerp will on the same occasion inaugurate in a worthy manner, its gigantic new maritime installations, which will treble the commercial capacity of its port.

Besides this, there is the programme of the World's fair which does not limit itself exclusively to colonial and maritime matter. In fact, there is also a Transport Section (Transport by motor and by air), in which Belgium's participation will alone cover an area of about 5,000 m2. The Agricultural and Horticultural Section will take in halls and other spaces in the grounds for a total of about 7 to 8 hectares.

This extensive programme will be completed by a great exhibition of Flemish Art throughout all ages, and by the creation of a miniature city, called "Old Belgium," both of which will greatly contribute to show the national character of this Centenary Exhibition.

In addition, a series of pageants, festivals and attractions of all kinds have been planned. We may mention the construction of a vast "Luna Park," of an area of about 3½ hectares; the organisation of international sports' meetings, and at night, an original scheme of illumination, the cost of which is said to amount to millions of francs.

Air Transport Notes.

R.38 Memorial Prize.—The R.38 Memorial Prize of the Royal Aeronautical Society has been awarded for 1929 to Miss Hilda M. Lyon, M.A., A.F.R.Ae.S., for her paper entitled "The Strength of Transverse Frames of Rigid Airships."

Imperial Defence College. Appointment of Commandant.—The Air Ministry announces that Air Vice Marshal Sir R. Brooke-Popham, K.C.B., C.M.G., D.S.O., A.F.C., Royal Air Force, at present in command of the Royal Air Force in Iraq, has been selected for appointment as Commandant of the Imperial Defence College, in succession to Major General W. H. Bartholomew, C.B., C.M.G., the present Commandant, who is due to vacate the appointment at the end of December, 1930. The appointment is at present for a period of two years, and is filled by each of the services in turn.

London—Cairo—Karachi—Delhi Air Service.—Imperial Airways, Ltd., Airways House, London, in circulating the time table for the London-Cairo-Karachi-Delhi air service as it is now operating, call attention to the fact that the original route via Basle and Genoa and the West Coast of Italy has now been replaced by the alternative route through Central Europe to Athens. As the Winter conditions on certain sections of the route through Central Europe remain to be carefully studied and, solely as a temporary arrangement, the sector London-Cologne only is flown, the Orient Express being used Cologne-Athens. Eventually, it is hoped the air route will be Cologne, Nuremburg, Vienna, Budapest, Belgrade, Uskub, Salonika, Athens, giving an accelerated through service. Until, however, it is possible for this through air connection to be made, passengers from London to Egypt or India may follow the same route as the mail to Athens and thence by air, or alternatively direct from London to Athens on the Simplon Orient Express, or by steamer to Egypt to connect with the air departure from Cairo. In either case Imperial Airways, Ltd., will be happy to undertake all the necessary arrangements for the convenience of passengers, or to provide any further information desired.

More "Bristol" Bulldogs for Latvia.—Some months ago the Latvian Government took delivery of five "Bristol" Bulldog all steel single-seater fighters fitted with the Jupiter Series VI. engine, from the Bristol Aeroplane Co., Ltd. On a basis of the general satisfaction obtained the Latvian Government has now placed a further order with the Bristol Company for seven additional Bulldog machines. Five of these will be fitted with direct drive Jupiter engines and two with supercharged Jupiters.

Handley Page 21st Birthday.—The firm of Handley Page, Ltd., will be celebrating its 21st birthday in June next, and in a special number of the "Handley Page Bulletin," a brief survey will be made of the history of the firm, and illustrations will be given of some of the many different types of aeroplane produced. The development of wing slots up to the present time will also be outlined.

Spain and Aviation.—From Madrid comes the news that five Spanish machines will take part in the International Tourist Circuit Air Contest in June next.

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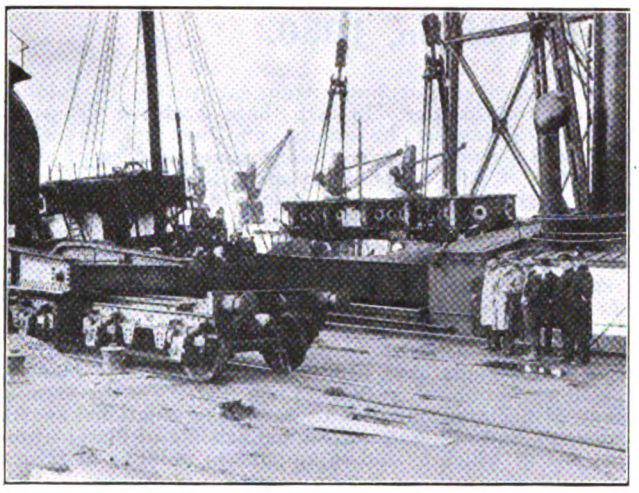
Midland Aerodromes. — A combined municipal and private aerodrome for Coventry was foreshadowed at a recent Ministry of Health inquiry into the application of the City Council to borrow £12,850 for the purchase of the Home Farm, Bagginton. Mr. Vernon Younger (Deputy Town Clerk) also explained that negotiations for the use of the private aerodrome of Sir W. G. Whitworth-Armstrong Aircraft, Ltd., at Whitley, which lay to the north of The Home Farm, were well advanced. He did not want to say anything to prejudice the negotiations but there was likely to be some arrangement made with the aircraft company for a combined municipal and private aerodrome. Municipal aerodromes are to be established at Nottingham and Stoke-on-Trent. These, it is understood, will be managed and equipped by National Flying Services, Ltd., as lessees under the Corporation. At Wolverhampton a private company has been formed—the Wolverhampton Aviation Co., Ltd., to establish an aerodrome in the town. The Corporation has had the matter under consideration for some time. The company has secured an option on some land four miles out of the town, and it is hoped to have it ready for flying in five or six months. Other towns in the Midlands having similar matters under consideration are Worcester, Hereford and Nottingham.

Civil Aviation in Canada.—A significant growth during 1929 in the light aeroplane club movement in Canada is shown in a review published by the Department of National Defence. As compared with 1928 the number of clubs increased from 15 to 23. The clubs, says Reuter's Ottawa correspondent, are subsidised by the Dominion Government, which lends aircraft to groups of at least ten approved flyers and thirty other members, collaborating for the purpose of training pilots, and it is understood that the Government will this year ask Parliament for an increased appropriation. Money grants are made by the Government of $100 (£20) for each student qualifying as a pilot.

International Air Transport. — It is reported in Paris that an agreement has been reached between Farman Air Lines and the Dutch K.L.M. (National) concern regarding the operation of the Paris—Brussels—Rotterdam—Amsterdam air service. The agreement, which provides for the allocation of special machines for freight so as to allow of increased passenger accommodation, will enter into force on April 7th. A similar agreement has been reached between the French air line and the Danish and Swedish air transport undertakings respecting the service between France and Scandinavia, providing for the exclusive control of traffic in their various countries by the respective lines.

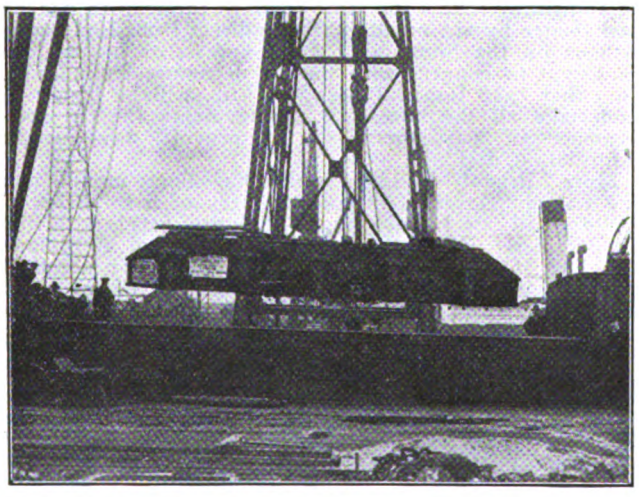
Transporting 80-Ton Press Beds.

In the course of a conversation with Mr. A. Johnson, Managing Director of Henry Johnson, Sons & Co., Ltd.,



FROM SHIP TO RAIL.

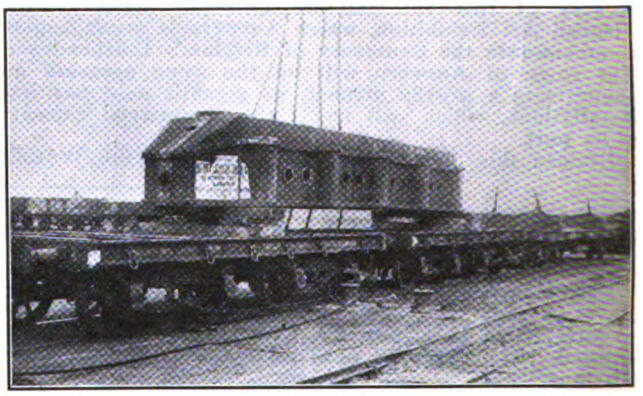
the well-known Shipping, Forwarding and Custom House Agents, we were interested to learn of a remarkable trans-



LIFTING 80-TON PRESS FROM SHIP'S HOLD.

port contract which they had recently undertaken and carried through with complete success. The writer was recalling to Mr. Johnson his visits a quarter of a century ago to the offices of the firm in Great Tower Street. This period, long as it may seem, is but a small portion of the firm's history, as it was established in the year 1814. Messrs. H. Johnson, Sons & Co., Ltd., who now occupy a noticeable building, almost on Tower Hill, at 18 Byward Street, hold a special position as the agents for continental traffic of the London, Midland & Scottish Railway.

Our illustrations show the nature of the job for which they had to provide facilities. The load consisted of two steel press beds weighing 80 tons each, these being shipped from Rotterdam to Cardiff and then unloaded on to special trucks and taken by rail to large works in the Birmingham district.



DROPPING PRESS ON TO RAIL TROLLEYS.

On the successful accomplishment of the contract Messrs. Johnsons received a letter from their client which reads as follows:—

> "It is with pleasure that I write you to congratulate you on the very efficient manner in which you handled the two press tables from f.o.b. Continental Port to delivered Birmingham area.
>
> It was appreciated by me that this was no easy task and required the closest attention, and a thorough understanding of your work; and it is extremely gratifying to me to know that these went through without a hitch, and were delivered in perfect condition and entirely to the satisfaction of my Principals."

This is an interesting example of the co-operation between shipping and railway transport, with the shipping and forwarding agent in charge of the entire operations, with his expert knowledge, to see that everything was carried out in a smooth and efficient manner.

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News from the Ports.

Goods on the Quays; Watching Charges.—Mersey Docks and Harbour Board has amended Bye-Law No. 11 of the Master Porters Bye-Laws which governs the watching of goods on the quay. It is provided that a master porter shall continue to watch goods discharged from a vessel for which he is acting as master porter until the goods are actually loaded off from the quay, but he is not under any obligation to watch:—(1) goods remaining on the quay when all the goods belong to the master porter; (2) goods remaining on the quay in respect of which the consignees or consignee of all such goods shall have given notice in writing to the master porter that the watching of the goods is no longer required; (3) log timber remaining on the quay (whether there are other goods remaining on the quay or not) in respect of which the consignees or consignee of all such log timber shall have given notice in writing to the master porter that the watching of the timber is no longer required.

Ten Million Freight Tons Per Annum.—It was mentioned at the annual dinner of the Liverpool staffs of the associated companies of the Ellerman Lines that the fleet known as the Ellerman Associated Lines, of about 190 steamers, had a total dead weight carrying capacity of 1,400,000 tons. Allowing, say, for three round voyages a year from each of those steamers, it meant the concern was in a position to deal with 10,000,000 freight tons of cargo per annum. Mr. F. T. L. Princep (director of the Ellerman Lines, Ltd.) said nothing was more striking than the amount and quality of foreign tonnage upon the seas to-day. Foreign shipowners had the support of their own governments, whereas British shipowners did not get the support of their government.

The Late Sir Arnold Rushton.—The Liverpool Shipping and Forwarding Agents' Association recently lost a good friend by the death of Sir Arnold Rushton, whose firm, Messrs. J. H. Welsford & Co., of Cunard Buildings, were members of the Association. Although Sir Arnold had been ill for some time and it was known that his condition was grave, his sudden death was unexpected, as he was at his office only a few days before. As a youth he entered the firm of J. H. Welsford, shipowners. He steadily advanced in business until he was appointed manager of the company which became known as J. H. Welsford & Co., and on the death of Mr. Welsford, became one of the firm's leading directors. He was elected Lord Mayor of Liverpool in 1924. He was probably the only man elected to the dignity after only five years in the City Council.

* * * *

Indian Freights.—Indian shippers carrying on business in Manchester have co-operated with Bradford traders' and recently waited on Conference Lines, Liverpool, to discuss the rate on piece goods and yarns to India for the ensuing year. The steamship companies were somewhat impressed by the decline of the traffic in piece goods and held that they were reasonably entitled to improved rates of freight. This was strongly resisted by the shippers who pointed out that such an increase would be detrimental to the trade. Finally, however, the steamship companies agreed that the rate for piece goods to the specified India ports should remain unchanged for the year 1930.

Traffic Conditions.—Conditions in the Manchester shipping and forwarding trades continue to be clouded by the prevailing depression in the textile industry. Efforts towards rationalisation are being watched with interest, particularly as so many overseas markets are affected. Whilst de-rating will yield some benefit, apprehension has been stimulated by the forthcoming budget.

Consular Appointment.—Mr. Albert R. Thompson has been appointed Consul for the United States in Manchester in succession to the late Mr. E. Halliday.

Manchester Ship Canal.—The report of the directors of the Manchester Ship Canal Company for the year 1929, shows that there was an increase of £11,766 in the receipts from Ship Canal Tolls, Ship Dues, and Miscellaneous Receipts, and an increase of 322,689 tons in the net weight of sea-borne traffic on which Ship Canal Tolls were paid as compared with the year 1928. All the Company's Works have been fully maintained during the past year.

* * * *

Scottish Ship Canal.—This much discussed and criticised project continues to receive attention. Speaking at Falkirk, Mr. David W. Shaw said that if a new canal was constructed, a great new waterway would be opened up in the heart of Scotland providing unrivalled export and import facilities. The canal, he understood, would present no great engineering difficulties and the contour of the country along the route made the project quite feasible.

* * * *

Southampton Docks.—The year opened auspiciously so far as the shipping activities of Southampton are concerned for the volume of traffic entering the docks during January reveals a substantial advance upon the total recorded for the first month of 1929. On March 20th, the two most notable ships of the North German Lloyd's fleet will be handled at Southampton for the "Europa" calls en route to New York, whilst the "Bremen," the present holder of the Atlantic Blue Riband, will land passengers, etc., from the United States.

* * * *

Port of Bristol.—The official handbook of the Port of Bristol Authority for the current year, shows that no effort has been spared to render the equipment of the Port so complete and efficient as to meet every modern requirement. The Port of Bristol has a history extending back over two thousand years, but Bristol is not content to live on its ancient records or its past achievements. By reason of its geographical position it has an assured place in the exchange and distribution of overseas traffic, and this publication brings prominently to notice the activities of this Western Gateway of England. The book is beautifully illustrated and there are a number of maps and plans. The Docks comprised within the Port are:—The Royal Edward and Avonmouth Docks, situated on the east side of the mouth of the river Avon; the City Docks, entered through Cumberland Basin, abouut seven miles up the River Avon; these docks traverse the city of Bristol; and Portishead Dock, situated to the westward of the mouth of the River Avon. The head office of the Port of Bristol Authority is at Queen Square, Bristol.

Bristol Channel Shipowners.—The Annual General Meeting of the Cardiff and Bristol Channel Shipowners' Association, elected as chairman for the ensuing year Mr. Richard H. Read. Mr. Read, who was vice-chairman of the Association last year, is director of Foster, Hain & Read, Ltd., and the Hain Steamship Company, Ltd., and of the North of England Protection Association. His firms control 42 vessels of 346,960 tons dead weight. Mr. J. E. Emlyn-Jones, joint managing-director of Emlyn-Jones, Griffin & Company, Ltd., and a director of Green Star Shipping Company, Ltd., and of Armstrong, Emlyn-Jones & Company, Ltd., the British Company, Ltd., well known removers and hauliers, Econoil, Ltd., and Mountstuart Dry Docks Company, Ltd., was elected vice-chairman. He was formerly M.P. for North Dorset.

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Tees Great Project.—A great project for the reclamation of the Tees foreshore on the north bank is to be undertaken by the Tees Conservancy Commission. It is part of a huge plan to develop the river industrially and has been approved and classified by the Ministry among port improvements of special urgency. The scheme will cost £300,857, of which the Government will contribute £120,000, spread over 15 years. The work will take five years to complete, and 1,000 men will be employed for the first 18 months and 150 thereafter. An area of 267½ acres has been scheduled for reclamation and this area, served by road and railway as well as having an extensive river frontage, will provide an ideal site for new works and new industries. The project is the first instalment of reclamation work proposed by the Conservancy Commission which will ultimately embrace the whole of the tidal foreshore on the north bank of the Tees to Greatham Creek—an area of 1,875, acres.

REUTERS TRADE SERVICE.—By special arrangement with Reuters Trade Service we are publishing news items from all parts of the world dealing with transport matters.

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Railway Notes and News.

L.N.E.R. (N.E. Area) Headquarters Staff Ball.—The Ninth Annual Ball, promoted by the L.N.E.R. (N.E. Area) Headquarters Staff, was held in the Assembly Rooms, York, on February 7th. Over 370 guests attended, among the company being Sir Ralph Wedgwood, C.B., C.M.G., and Lady Wedgwood, Sir R. Francis Dunnell, Bart., K.C.B., Mr. and Mrs. Thos. Hornsby, Mr. and Mrs. C. M. Jenkin Jones, Mr. and Mrs. Paul Gibb, Mr. and Mrs. A. Collinson, Mr. and Mrs. H. A. Watson, Mr. and Mrs. W. R. Mole, Mr. A. Gaunt, Mr. E. P. Merritt, Mr. C. M. Stedman, Mr. and Mrs. J. P. Allix, Mr. and Mrs. A. E. Sewell, Mr. and Mrs. A. S. Pearson, Mr. F. Goodricke, Mr. and Mrs. O. H. Corble, Mr. and Mrs. H. Wood, Mr. and Mrs. H. F. Sanderson, and other officers of the Company. During the evening a fancy dress parade took place, and the costumes were judged. Lady Wedgwood afterwards presented the prizes to the successful competitors. Mr. E. Layton and Mr. N. E. Coning undertook the duties of M.C.'s.

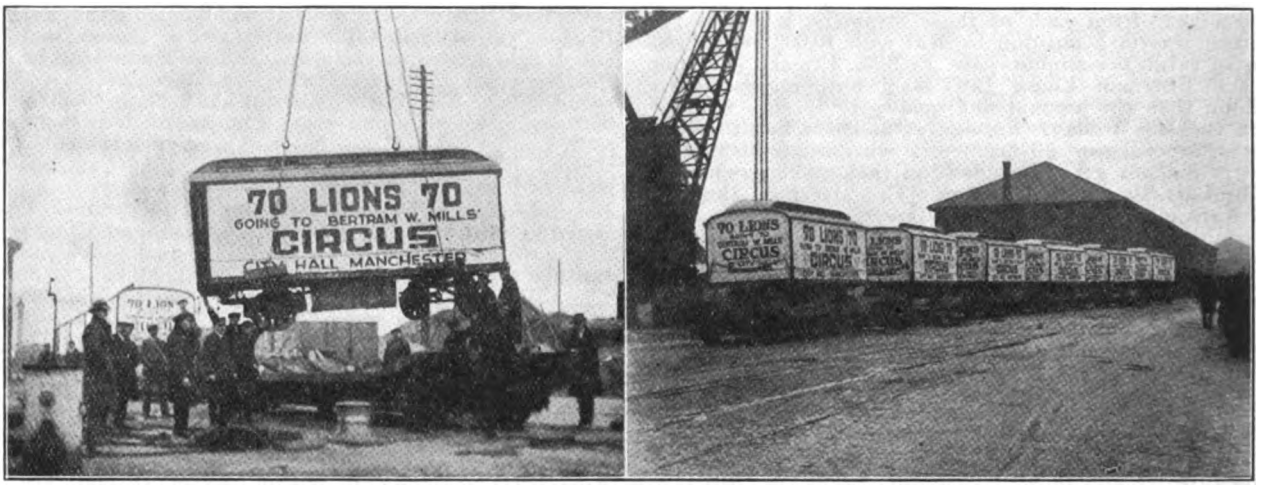
A Rather Unusual Load on the L.N.E.R.—There arrived at Hull Docks recently from Bremen, en route to Manchester, seventy lions. The animals were on their way to the City Hall at Manchester for Bertram W. Mills well-known circus.

The Railway Barometer.—The railway traffic receipts of the four group railway companies for the first 8 weeks of 1930 compared with the same period in 1929, are as under:—

	1930	1929
	£	£
Passengers, Parcels, etc. ...	9,309,000	9,167,000
Merchandise, etc.	9,823,000	9,571,000
Coal, Coke, etc.	5,943,000	6,144,000
	25,075,000	24,882,000

In spite of reduced coal carryings, a substantial increase has been obtained in the total result. It should be borne in mind that the 7th and 8th weeks of 1929 were adversely affected by severe frosts.—"Railway Newsletter," March issue.

Large Wagons for L.N.E.R.—The L.N.E.R. have placed contracts with the Metropolitan-Cammell Carriage, Wagon and Finance Co., Ltd., Birmingham, and Head Wrightson and Co., Ltd., Thornaby-on-Tees for 100 40-ton



A RATHER UNUSUAL LOAD ON THE L. & N.E. RAILWAY. BERTRAM W. MILLS CIRCUS EN ROUTE BREMEN TO MANCHESTER VIA HULL. LEFT: LOADING ONE OF THE CAGES OF LIONS FROM QUAY TO WAGON AT ALBERT DOCK, HULL. RIGHT: SOME OF THE CAGES LOADED ON TRUCKS AT HULL FOR CONVEYANCE TO MANCHESTER.

South African Railway Contract Secured by Germany.—The Berliner Machinenbau Company has secured a contract to supply fourteen locomotives for the South African Railways at a price of £84,321. The Company submitted the lowest tender.

L.M.S. Shunting Engine. Experiments with "Sentinel" Type. — The L.M.S. Railway have ordered from the Sentinel Waggon Works, Ltd., four "Sentinel" shunting engines for experimental work in shunting yards. This type of locomotive, when confined to goods yards, can be operated by one man. It has a quick steaming boiler working at a pressure of 275 lbs. to the square inch, and is provided with a super-heater. It has two gears for working at high or low speed as required, and is fitted with steam and hand brakes. It is expected that economies in both coal and water consumption will be obtained.

Great Western Railway Activities.—The G.W.R. announce that as a result of increasing demand 100 special trucks are to be built at their Swindon works for the conveyance of new cars from manufacturers' works (at Birmingham and Oxford) to all parts of the country and docks for export. A further 50 covered containers and 25 insulated containers, for the conveyance of meat and other perishable traffic, are to be ordered. Last year the Company recorded an increase of 211 per cent. in tonnage carried in containers over 1928. The Company now have 518 in daily use.

British Rail Motors to be Tried in Belgium.—A Brussels message says that the Board of Directors of the National Railway Company has decided to purchase several steam rail motors, of the British "Sentinel" type, in order to make comparative trials with the Diesel motors now in use on the line between Ghent and Eecloo.

bogie plate wagons. An order for 25 50-ton wagons has also been given to the Metropolitan-Cammell Carriage, Wagon and Finance Co., Ltd. Although the last mentioned wagons are primarily intended for the conveyance of bricks the vehicles are equally suitable for ironstone, slag and other heavy traffic.

L.M.S. Goods Depots.—The L.M.S. Railway are about to embark on schemes for the improvement and modernisation of several important Goods Depots throughout the country. These improvements will make it possible to effect a considerable speeding up in the handling of wagons at the various Depots and in the handling of merchandise, etc., once it has been received at the Depots. The schemes are included in the £450,000 to be expended by the L.M.S. Railway on Goods terminal accommodation improvements in connection with the remission of the Government Passenger duty.

L.N.E.R. Electrification.—The London and North Eastern Railway have given careful consideration to the development of their suburban traffic in the neighbourhood of Liverpool Street. A scheme for electrification has been prepared, but they are satisfied that no such scheme will by itself be an adequate solution of the problem. They are accordingly considering the construction of a tube for the conveyance of suburban traffic between Liverpool Street and Ilford, and they are in communication with a well-known firm of engineers with a view to the preparation of a plan together with an estimate of the cost of a tube of this description.

L.N.E.R. Farm Services.—The L.N.E.R. farm collection and delivery services are now in operation at 245 stations South of the Humber.

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Law Cases.

TYRES AND SPEED.

A CASE, which had been remitted from the High Court, was heard recently in the Bournemouth County Court, in which the Bergougnan Tyre Company, of White Lion Street, Islington, claimed £58 2s. 2d., balance due for solid tyres supplied to Messrs. Newland and Company, haulage contractors, Malmesbury Park Road, Bournemouth. There was a counter-claim for the same amount.

Counsel for the plaintiff company said that four tyres were supplied at a price of £118 16s. 8d., of which sum £43 odd was admitted, and he believed, had been paid, leaving a balance of £58 2s. 2d. The point was whether the defendants' lorry was driven too quickly, having regard to the load it bore. The tyres cost a good deal more, but were sold under a guarantee under which, the other side said, they were entitled to a "pro rata" deduction if they broke down.

Counsel for the defendants said that the lorry was used on a regular service between Bournemouth and London. The tyres were supplied in May, and on June 6th when the lorry, with a normal load (there was no charge of overloading) was on its way to London tyre trouble developed between Winchester and Basingstoke. The driver noticed the lorry was bumping badly, and he discovered that one of the twin tyres at the back had gone wrong. All the tyres were very hot. The driver went on a few miles, and then pulled up to telephone to headquarters at Bournemouth. Mr. Newland instructed him to drive on slowly and complete the London journey, then show the tyres to the plaintiffs. On the way he had to stop every few miles to let the tyres cool down. Two tyres burst and the other two were hot and distorted. It was contended that the speed of the lorry never exceeded 20 miles an hour.

The plaintiffs claimed that they were not liable because the lorry was driven at an excessive speed.

Mr. Harold Newland said the new tyres were fitted on May 23rd, and after ten or eleven days' running, collapsed. On June 6th, when the mishap occurred, the lorry had a load of two tons 18 hundredweights. The lorry was of 36-40 h.p.

Walter Haines, the driver of the lorry, said his average speed was 12 to 15 miles an hour. This was the speed he maintained on June 6th. Sometimes he got up to 25, but not very often. When he got to Winchester he felt the lorry bumping, and when he got out to investigate he saw a "bump" on one of the back tyres. The others were hot. He went towards Basingstoke, and during this journey the tyre burst and the contents ran out, "just like water." Later two other tyres burst.

Expert evidence on the manufacture of rubber for tyres was given by Mr. Hamilton Allen. He said that all rubber tyres were made of a mixture to harden them up. Pure rubber would wear very fast. The mixture was "cured," which was an exacting process. If not "cured" up to a certain point the mixture would become "doughy." A tyre made of this mixture would heat up even at a low speed—nine or ten mile an hour.

Evidence for the plaintiff firm was given by the secretary, Mr. Sydney Edgar Standen. He said he had examined the tyres after the mishap, and his opinion was that they had been run at an excessive speed.

His Honour, giving judgment, said he had come to the conclusion that it was not due to excessive speed that the tyres burst. They had covered only about 700 miles, and it was impossible to believe, even if the motor lorry were driven at times at 25 to 30 miles an hour, that the tyres would burst in the way they did.

Judgment was entered for the plaintiffs on the claim by consent of the defendant, and judgment for the defendant on the counter-claim.

UNREASONABLE RISK.

IN the Mayor's and City of London Court, before the Recorder of London, Sir Ernest Wild, K.C., a case was heard in which the touching of the hubs of two vehicles in Middlesex Street, on September 9th last, resulted in a stall laden with china and glassware being upset, and the whole of the goods rendered unsaleable. The stall-owner, Mr. Henry Lyons, claimed £85 against Ford, Ltd., contractors, of 23 Paternoster Square, owners of a one horse van, and Mr. W. Ware, 58 Lime Grove, Lewisham, owner of a motor van, for negligence. The plaintiff's evidence was that he was standing opposite his stall when the two vehicles, one going towards Aldgate, and the other towards Bishopsgate, passed at a spot opposite his stall. Suddenly the rear of the single horse van swung round and upset all his goods. He received a cut finger. The driver of the horse-drawn vehicle declared that the accident was caused by the motor van pulling out to pass a vehicle standing in the kerb opposite the plaintiff's stall. Mr. Ware, the owner and driver of the motor, sought to cast the blame upon his co-defendants' driver, alleging that he was too far on his off side and should have stopped to allow witness to get through. The Recorder held that both drivers took an unreasonable risk in a very crowded thoroughfare, and accordingly gave judgment against both defendants, for £85, and costs.

DERATING. IMPORTANT DECISION.

AT Liverpool, Mr. E. G. Hemmerde, K.C., the Recorder, heard a case in which the Liverpool Assessment Committee defended an appeal made by the Revenue Officer in respect of the garage of Messrs. Tate and Lyle, Ltd., who operate a big fleet of steam and petrol lorries. The Assessment Committee had decided that the premises used as a garage should be included with their main factory and then participate in de-rating. The factory itself is on an island site and the garage is some little distance away. Mr. Rose, who appeared for the Revenue Officer, held that under the 1928 Act it was laid down that premises used for the housing or maintenance of vehicles, or as stables, should not be deemed part of the factory. He submitted, therefore, that they could not be treated as an industrial hereditament, i.e., factory or workshop.

Mr. H. P. Glover for the Assessment Committee and Mr. F. A. Sellers for Messrs. Tate and Lyle, Ltd., argued that the Act did not say that garages should not form part of an industrial hereditament, although it said they were not to be deemed part of the factory. This exclusion related only to a subsequent apportionment for rating purposes where the non-industrial part of the hereditament was at least 10 per cent. of the total value. They contended that the premises should be aggregated with the factory and should, therefore, be de-rated. The Transport Department was originally on the site now occupied by the factory whose development caused the displacement of the garage to another site. The garage was now on the other side of the street, but it was still, he contended, used as part of a single factory.

Mr. Rose disagreed. There would not be the slightest hope of de-rating, he said, if the garage had been a quarter of a mile from the factory.

Mr. E. G. Hemmerde, K.C., in dismissing the appeal by the Revenue Officer, said he was prepared to state a case to a higher Court.

Messrs. Tate and Lyle, Ltd., also figured in another appeal case concerning their premises in Chisenhale Street which were used for the re-conditioning of motor vehicles.

The Revenue Officer took the view that as they were separated from the factory by a canal, they could not benefit from de-rating.

The solicitors, who appeared for the Assessment Committee and for Messrs. Tate and Lyle, Ltd., argued that "contiguous" meant "near, in close proximity but not in contact."

Mr. Hemmerde, K.C., in dismissing the appeal said he was willing to state a case. As the whole object of the Act was to relieve industry, he did not think the courts would construe points such as had been raised against industry.

WHEN PERMISSION MUST BE OBTAINED.

A REMINDER to motor vehicle users that when vehicles are used in the streets principally for advertisement purposes, the sanction of the local authority to such use should be obtained, was a case heard by the Cardiff magistrates recently.

Defendants were Universal Pictures (Ltd.), Film House, Wardour Street, London, who were summoned for using a motor lorry, chiefly for advertisement purposes, without first obtaining the written consent of the local authority, the Cardiff Corporation. The driver and his assistant were also summoned for alleged aiding and abetting.

Prosecuting solicitor said that the vehicle attracted considerable attention in the streets of Cardiff. It was constructed to represent an American river show boat, and had two funnels and a paddle at the rear. It was advertising one of the company's films which was to be shown at a local cinema.

Defending solicitor said his clients must plead guilty to the offence, but urged in mitigation that defendants and many other people were wholly ignorant of the regulations in this matter.

The magistrates ordered defendants to pay costs, remarking that there was no reason to suppose that had application for consent been made it would have been refused.

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DAMAGE TO FURNITURE.

IN the Shoreditch County Court, before Judge Cluer, M. Aaronson & Sons, of 25 Downham Road, Kingsland Road, E., furniture manufacturers, sued H. Stevens, of 421 Hackney Road, E., transport contractor, to recover £20 7s. 6d., damage alleged to have been done to two wardrobes, two dressing chests, two dressing tables, a bedstead, and three sideboards. The plaintiff's case was that on August 22nd, the defendant was commissioned to carry a quantity of furniture to Birmingham, but failed to carry it safely as damage was caused when passing under a bridge.

Mr. Aaronson gave evidence, and said his claim rested on the fact that the defendant must have improperly loaded the van with the furniture as it struck a bridge on the journey. He said that he rang up the defendant and asked him if he could take a load of oak furniture to Birmingham, and he agreed to do so for £3. There was some delay in the return of the delivery note, and after about four or five days, much to his astonishment, the lorry was brought back by a different driver, with the top of the lorry completely smashed, and the furniture inside broken. He refused to accept it back in such a condition, and he saw the defendant with reference to it, and he said: "That will be quite all right, we will make good any damage done." Owing to the broken and scratched condition of the furniture, he told defendant it might cost £17 to put right, and defendant said he would see to it.

In cross-examination, the witness said that he never said it would be only £8 or £9.

Judge Cluer: If he did say so, why not jump in at once and say, "Here is the £8" and settle the matter. It seems to me a small sum, and if it is reasonable, why not pay. You undertake to deliver these goods whole, unless you stipulate otherwise.

The defendant produced an invoice of his, on which the wording appeared, "All goods carried at owners risk unless otherwise arranged."

Judge Cluer: But that does not mean that you can be careless.

Defendant: I say we were not careless.

Judge Cluer: Well, your driver was in going under the wrong bridge. You have no defence, and the only satisfaction you have is that you will partially support our honourable profession.

Judgment for the plaintiff for £20 7s. 6d., with costs.

COLLISION STORY.

ALTHOUGH two vehicles concerned in an accident in Queen Victoria Street bore no marks of collision, Judge Shewell Cooper, in the Mayor's and City of London Court, held that Messrs. Pritchett & Gold, and E.P.S. Co., Ltd., Dagenham Dock, Essex, were entitled to recover £64 2s. 9d. from Mr. F. W. Prowse, Fleet Garage, Hackford Road, Brixton, taxicab proprietor, following an accident which occurred on July 30th in Queen Victoria Street. The driver of the plaintiffs' motor lorry said that after a hold-up of traffic, he was proceeding from Blackfriars towards the Mansion House, when a taxicab overtook him on his off side. At the moment of passing the steering was knocked out of his hand and the lorry ran into the front of the Baynard Castle public house, knocking down a wall and receiving extensive damage itself. A companion of the driver said that after the accident he looked at the hub of the off side wheel of the lorry and saw a straight graze on the metal. He suggested that it had been caused by the rubber tyre of the taxicab striking the hub. The driver of the defendant's motor cab said he knew nothing of the accident until he was some 50 yards past the public house, when he heard a shout and pulled up. He had two passengers at the time and thought perhaps that something had fallen from his cab. He denied touching the motor lorry and said that his vehicle bore no marks of contact of any kind. A witness who was walking along the pavement towards Blackfriars said that as the taxicab passed the lorry he saw the lorry driver's hand fly up as if the wheel had been torn from his hand. It was contended on behalf of the plaintiff that the taxicab must have struck the lorry for the accident to have happened. On behalf of the defendant, however, Mr. Lever stressed the absence of any mark on either vehicle which could be ascribed to a collision between them. He pointed out that an expert called by the plaintiffs had said that mark described by the lorry driver's companion would not correspond to one caused by contact with the cab's tyre. The Judge said that it was a difficult case, but he came to the conclusion that the mounting to the pavement, and subsequent damage caused by the lorry, could only have arisen through some contact between the cab and the off side front wheel of the lorry. He gave judgment for the plaintiff for the amount claimed, with costs.

A PORTMANTEAU WHICH DISAPPEARED ON A CHAR-A-BANC TRIP.

IN the Bow County Court, before Judge Bairstowe, K.C., Annie Smith, of 19 Frederick Place, Bow, E., sued Messrs. A. & M. Jacobs, 387 Mile End Road, E., motor coach proprietors, to recover £29 7s. 6d., for the loss of a portmanteau handed to the defendants to convey to Broadstairs, when the plaintiff was going for her summer holidays, in August, by char-a-banc. She claimed that amongst the things in the portmanteau were a navy silk coat, value £10; a black georgette frock, £4; a navy frock, £3; three voile and one crepe de chine dresses, £5; and a large quantity of shoes and wearing apparel of all sorts. The portmanteau had disappeared when claimed at Broadstairs. The defence was a denial of negligence, as the agent who handled the portmanteau was not in the employ of the defendants, and they alleged that he was an independent contractor. The defendants stated that the firm ordered a coach to be supplied on August 3rd by a Mr. Lacy, who in turn ordered a coach from the Avondale Safety Coaches, of East Ham. Under the circumstances they alleged that the driver of the motor coach who took the plaintiff to Broadstairs was not in their employ, and they were not liable.

Mr. Samuel Lincoln appeared as counsel for the plaintiff, and said there was no appearance on behalf of the defendants. The plaintiff took a ticket in the ordinary way in the June for the journey to Broadstairs, and got a ticket for her luggage. This might have been handed over to some other contractor, but that had nothing to do with her.

Mrs. Smith said that when she arrived at Broadstairs the portmanteau was missing, with the result that she had to return the next day from Broadstairs, giving up her holiday, and paying the boarding-house landlady half her fees.

Judge Bairstowe said that failing to put in an appearance, the defendants were liable, and he would enter judgment for the plaintiff for the amount claimed, with costs.

ILLEGALLY PLYING FOR HIRE.

WHEN two men were summoned at the West London Police Court for plying for hire with an unlicensed vehicle the magistrate (Mr. Halkett) remarked that from his own observation there seemed to be a good deal of this sort of thing going on.

An officer of the Public Carriage Office, New Scotland Yard, agreed that it was prevalent, but said that the difficulty was that, owing to the enormous increase in the work of the department, the police were able to devote very little time to its detection.

The defendants, who had offered to take passengers to a football match in a Crossley tender, were fined 20s. each.

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Birmingham Horse & Motor Vehicle Owners' Association.

THE Annual General Meeting of the Birmingham Horse and Motor Vehicle Owners' Association, held recently was presided over by the Chairman, **MR. O. CECIL POWER**, in the absence abroad of the President, Mr. Lawrence C. Tipper.

The Report of the Executive Committee for the past year, read by the Secretary, Mr. Thomas Hawkins, J.P., made reference to the continued progress of the Association and to its very satisfactory financial position. The Committee records that the Vice-Chairman, Mr. J. H. Stirk, has been honoured by being placed on the Commission of the Peace, and that a member of the Committee, Mr. Councillor Painter, was re-elected to the City Council last November.

During the year, many important matters affecting the members have received attention. The Birmingham City Council embodied in their recent Parliamentary Bill clauses to construct motor bus bodies, and to licence and supervise all motors and horse passenger-carrying vehicles, and the Association, in conjunction with the Motor Legislation Committee, had successfully opposed both clauses.

The suggested by-law, introduced by the Birmingham Public Works and Town Planning Committee, to the effect that a vehicle should not be used on a public highway for the purpose of carrying ashes, coal, refuse, etc., unless constructed and kept in repair so as to prevent any part of the contents falling on to the highway, and that no person should bring on to the public highway cart, vehicle, agricultural implement or machine without having previously removed, so far as practicable, any mud, etc., adhering to the wheels likely to injure the surface of the highway, was vigorously opposed by the Association, in conjunction with other trading organisations through the Chamber of Commerce, and resulting from the opposition it was referred back, and it is assumed that nothing further will be heard of it.

Regarding the Royal Commission on Transport the Committee have kept in close touch with other organisations in endeavouring to avoid any innovation that might be detrimental to the members' interests, and it is hoped that in due course satisfactory legislation will be passed for the betterment and improvement of the Transport Industry.

In connection with the prohibition of heavy transport over certain railway and canal bridges, it is pleasing to report that the railway authorities are not taking such drastic action as heretofore, and as the Ministry of Transport, in conjunction with local authorities, is considering the re-construction and re-conditioning of several weak bridges, it is hoped that this work will shortly be commenced and bridges made suitable for modern transport.

The traffic problems of the City are causing much thought and anxiety to members, and the City Council has decided to set up a Traffic Control Committee, and it is hoped that improvements will result. The members' trading interests are solely dependent on transport, hence every care must be taken to see that their rights and privileges are not in any way encroached upon.

Funeral Directors' Section.—This Section has had a very successful year, and general improvements have resulted from the friendly relationship which exists between the Parks and Cemeteries Committee and the members of the Section. Quite recently the members of this Section formed themselves into a Guild called "The Birmingham Funeral Directors' Guild," enabling them to extend their activities in various directions to improve the funeral directors' trade in general.

Cartage Contractors' Section.—The Cartage Contractors' Section has certainly improved during the year, and it is intended to hold regular monthly meetings. Many important matters have been dealt with.

Chars-a-banc Proprietors' Section. — The members of this Section have experienced a better period than for some years past, but owing to the increased competition of railway and omnibus companies, and more particularly to the development of the Birmingham Corporation bus routes, the future prospects are not too good as far as local trade is concerned.

Hackney Carriage Proprietors' Section.—The number of public hire hackney carriages exceeds the demand, and although applications have been made for a limitation of the number, the appeal has not yet been successful, but it is hoped and anticipated that a limitation of the number of licensed vehicles will result, and that better times will be experienced.

Co-operative Society.—The Co-operative Society, allied to the Association, has again had a successful year. Preferential prices to members for provender, etc., are arranged, and the Management Committee invite the members of the Association to take full advantage of the benefits that are to be derived from membership.

In moving the adoption of the Report and Balance Sheet, the Chairman referred to the urgent need for improving railway and canal bridges. He said that owing to the compulsory detour to avoid weak bridges members owning heavy vehicles had been greatly inconvenienced, and he was glad that prospects of improvements were favourable. He made an appeal to the members to do their best to increase the membership and improve the work of the Association.

The Report and Balance Sheet were approved and adopted.

Mr. Lawrence C. Tipper was re-elected President and Mr. O. C. Power and Mr. J. H. Stirk were elected trustees for the current year. Mr. G. Bayley was re-elected Hon. Treasurer and Mr. Byner, F.R.C.V.S., was re-elected Veterinary Surgeon. The following were elected as the Executive Committee for the current year:—Messrs. Albright, Badland, Edwards, Element, Gazey, Jones, Lambert, Mason, Painter, Shotton, Strong, Wood, Wheatley, together with the officers of the Association as ex officio members.

Mr. Thos. Hawkins was re-elected Secretary of the Association and thanked for his services.

A hearty vote of thanks to the Chairman concluded the business.

ANNUAL DINNER.

The Annual Dinner, which was held at The White Horse Hotel, Congreve Street, Birmingham, on February 5th last, was exceptionally well attended.

The Chairman, Mr. O. Cecil Power, M.Inst.T., presided.

Mr. G. H. Withington, President of the Birmingham Branch of the National Cyclists' Union, proposed the toast of the Association, and referred to the Road Traffic Bill. He said that those who drafted the Bill had thought it necessary to insert a speed limit for chars-a-banc. If speed restrictions were to be removed from private vehicles it might very well be removed from public service vehicles. With regard to the traffic question generally, Mr. Withington said that what was wanted was a Mussolini to regulate the traffic.

Mr. O. C. Power, responding, said that there were clauses in the Road Traffic Bill which, no doubt, would materially help members of the Association. No one, he thought, could grumble at the provision that the age of drivers of heavy motor vehicles should be increased from 18 to 21. He also approved of the provision to make dip and swivel headlights compulsory. On the other hand, there were grandmotherly proposals in the Bill. There was a suggestion that a driver should not drive more than five hours without having some sort of refreshment; then after he had gone on for another five hours he must not drive again within the 24 hours. "How some of us are going to carry on certain portions of our business under conditions like that I don't know," Mr. Power commented. "I hope that before the Bill becomes law certain clauses like those to which I have referred will be made to conform to what is right and proper for the various industries we are connected with." The larger vehicles on pneumatic tyres should be allowed to travel at thirty-five miles an hour, and some would like to see the limit 40 miles per hour. Thirty miles per hour was not enough.

Mr. Thomas Hawkins, J.P., Secretary of the Association, who also responded, said it was his opinion that control of the traffic should not be exclusively in the hands of the City Council. As the problem was one which affected all sections of Road Transport, the Control Committee should include representative members of all recognised transport undertakings.

The Rev. G. H. Moore proposed the toast of the Visitors, which was responded to by Mr. A. C. Baker, A.M.I.E.E., General Manager of the Birmingham Corporation Tramways Department. Mr. Cecil Cox also responded.

The Toast of the Chairman was proposed by Mr. W. H. Watson, and Mr. Power, responding, said he was pleased to take his full share of the work in improving the Transport Industry, which had become a very important factor nationally as well as locally.

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Features of the Crude Oil Engine for Road Transport Use.

By George E. Forster, A.M.I.A.E.

THE development of the Crude Oil Engine for road transport work has now aroused such keen interest, and so rapidly has improvement been made that this type of internal combustion engine now threatens to challenge the supremacy of the petrol engine in certain spheres of operation.

Internal combustion engines fall into two categories, those employing external vapourising devices, such as carburetters burning a gaseous fuel where control of the quantity of mixture by some throttle device governs the speed, and engines burning a solid fuel which is injected direct into the engine, the speed being regulated by determining the amount of combustible fuel admitted.

THE BERNA DIESEL-ENGINED LORRY.

The former class embraces the petrol motor which is an explosion engine, its fuel requiring to be burned under an increasing pressure, and the latter an expansion engine more akin to the steam engine where the fuel is consumed under a diminishing pressure.

Upon small throttle openings the compression pressure in the petrol engine is variable and is governed by the amount of mixture admitted to the engine, while in the Diesel type engine as there is no throttle the compression ratio is constant.

When it is desired to increase the power of the petrol engine the ignition is advanced, causing the explosion to occur earlier before the piston has reached the top of the stroke, in order to create the necessary conditions of increasing pressure above mentioned relying upon the kinetic momentum stored up in the flywheel to carry it through this part of the cycle, though the explosion, which detonates with a hammer like blow, actually has to be overcome by the rotation of the flywheel and relies upon reaction, after the top dead centre has been passed, for the development of power. It must also be remembered that the piston momentarily comes to a standstill at the top of the stroke, consequently much of the heat is dissipated in losses through the water jackets instead of being expended in useful work while so caged in the cylinder head.

The petrol engine has a thermol efficiency of 22 per cent., while the crude oil engine exceeds 30 per cent.

It would be instructive now to examine the heat values of the fuel used in the respective types.

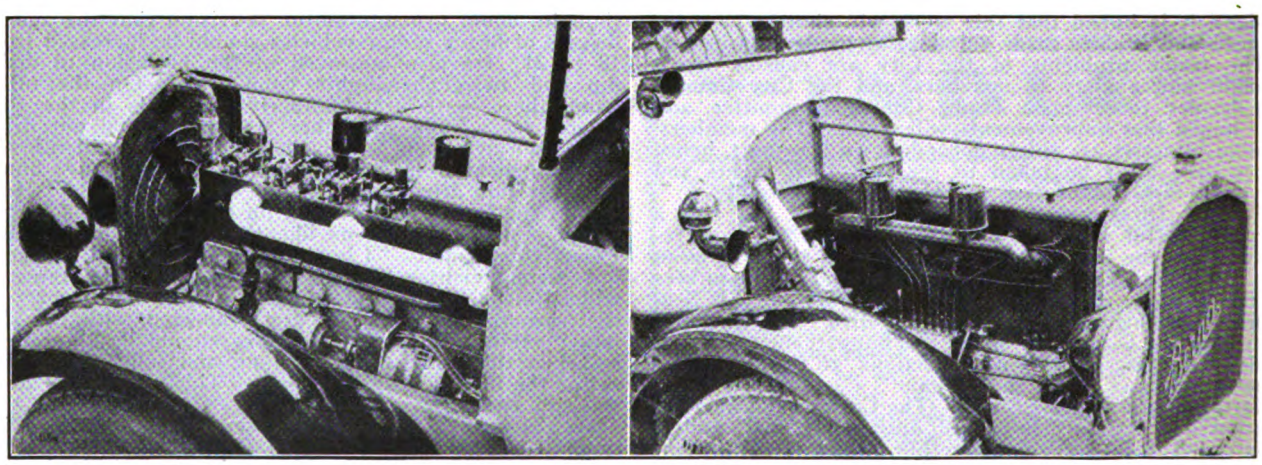
One pound by weight of commercial grade petrol costing 1/2d. per gallon would have a calorific value of 18,800 B.T.U., whereas one pound of diesel oil, costing one third the price, would contain 19,000 B.T.U., consequently not only does the crude oil engine use a cheaper form of fuel, but owing to its increased thermal efficiency it gets more out of it.

The result is a much better fuel consumption, 10 miles to the gallon with the Diesel as compared with 6 miles with a petrol engine, on vehicles of equal load capacity.

Again, the method of utilising the fuel is less wasteful with solid injection because while an automatic carburetter upon the petrol engine must be set so that nowhere in its varying range is the mixture too weak for the engine, and the unburnt gases are emitted in the exhaust. With the Diesel motor the cylinders are charged to their full capacity, every cycle with pure air, and the fuel oil is injected subsequently, always leaving a surplus of air after combustion and developing maximum power obtainable from the fuel forced into the engine.

We now come to a characteristic of the crude oil engine, which is unapproachable by any other type of prime mover with the exception of the steam engine, namely, the expansion of its fuel gases under diminishing pressure.

Combustion of the fuel in a Diesel motor does not take place until after it has been introduced into the cylinder on its working stroke. The air drawn into the engine has by then been compressed to about 500 lbs. per square inch and has reached such a temperature that the fuel which is injected at 1,100 lbs. is immediately ignited and at once expands keeping just ahead of the otherwise diminishing pressure in the cylinder which would be due to increased displacement as the piston descends.



NEAR AND OFF-SIDE VIEWS OF THE BERNA DIESEL ENGINE.

This pressure is maintained for practically the whole of the stroke with the result that the crude oil engine develops much more power over a wider range of engine revolutions and particularly at slow speeds, than the petrol motor.

In consequence, therefore, the Diesel "hangs on" better on hills and is a very suitable vehicle for dealing with really heavy loads or trailer haulage.

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We will now proceed to examine in detail a representative Diesel engine, and are indebted to Messrs. Lawson Pigott Motors, of King Street, Hammersmith, who represent the interests of Messrs. Berna in the United Kingdom for particulars of the Deutz engine embodied in this chassis, which is the product of the Motorenfabrik Deutz, the oldest firm engaged in the manufacture of internal combustion engines anywhere in the world, this Company being, in fact, founded by Herr Otto, the pioneer of the gas engine.

They have sponsored nearly all the more noteworthy improvements in Diesel engine construction, which are accepted as common practice to-day. It is the knowledge gained from their long experience, their resources for research and the improvements borne of constant development, which are exemplified in the engine now reviewed.

This Diesel transport vehicle engine is of the solid injection pre-compression type, which is now recognised as being the most satisfactory form of design, providing for a wide range of speed and clean combustion whether idling or running upon full load.

As the power developed by a crude oil motor is directly proportional to the amount of fuel consumed the *main spring* of a Diesel engine is its fuel injection and fuel control system with the important addition of effective means to secure complete combustion of the fuel products, so as to avoid any deleterious exhaust.

These problems have confronted the designers of all types of Diesel engines, but more particularly the makers of light high speed Diesel motors, ever since their inception, but some have now been solved in the Berna Deutz in a remarkably simple way, by taking advantage of a special form of combustion head design enabling a much lower pressure fuel pump than normal to be made use of which is, in consequence, infallible in action and controlled injection varying in proportion to the engine's demands.

The Berna Diesel motor develops 80 h.p. at 1,300 r.p.m. There are six cylinders having a bore of 115 m.m. and a stroke of 170 m.m. A seven bearing crankshaft is employed. The cylinders are cast in pairs and fitted with detachable heads. The combustion stresses are taken through tie bolts passing through the head and extending below the main bearing housings of the crankshaft, this arrangement enabling a very much lighter form of cylinder crankcase construction to be employed.

Large exhaust and inlet valves are fitted in the head, while at the side of each combustion chamber is formed a pre-combustion chamber, the purpose of which is explained later.

The engine is governed to run at speeds between 500 r.p.m. minimum to 1,300 r.p.m. maximum.

Lubrication is by forced feed pump with a pick-up from the crankcase sump.

The starter equipment consists of a 6 h.p. Bosch motor and incandescent plugs in the cylinder heads operated by a push button on the dashboard.

The fuel service is provided for by simple pumps having only one suction and delivery valve and one pump plunger, these being operated by an inclined profile cam group which regulates the quantity of fuel distributed to the respective cylinders in proportion to the demands made upon the engine.

For the purpose of starting up in very cold weather the fuel pump is driven through an impulse gear which increases the pressure on the fuel in phase with the timing, positively ensuring its passage through the needle nozzles.

The injection of the fuel into the combustion heads is governed by flat seated spring controlled needle valves, which ensure a tight closure of the fuel pipe immediately after the injection, and prevent dripping and consequent fouling up of the nozzle apertures. The pumps and injectors are most carefully tested and, once set, cannot be upset by vibration or interfered with by hand.

The fuel consumption is only 190/200 gr. per h.p. hour on full load as against 250/300 gr. per h.p. with an external vapourisor type of engine.

The positioning of the cam group actuating the pumps so as to govern the ignition point is controlled from the steering wheel, the cam block being turned by means of a sleeve, having a suitable thread.

The fuel is injected at a pressure of 75 atmospheres into a small anti-chamber in the combustion head of which the cubic capacity is about one-fifth of the total combustion chamber space.

A sufficient compression takes place in this chamber to cause catylitic ignition of any fuel injected into it, and when running light only about 20 per cent. of the fuel normally consumed is injected.

A BERNA TYPE G.5.D. 6-7 TON DIESEL-ENGINED LORRY WITH 6-7 TON BERNA TRAILER.

On load the ignition first takes place in the pre-combustion head from which the fuel is blown in finely atomised particles into the combustion chamber proper to which, of course, the flame promulgation extends effecting complete combustion.

A further advantage of the pre-compression chamber method is that owing to its small size and isolation the heat developed in it remains practically constant even under light loads.

With a pre-compression chamber engine the use of an artificial source of heat when starting up from cold is necessary. This is provided for by the provision of electrically heated plugs in the combustion head, the current being supplied from the starter battery. These plugs are wound with heat resisting steel wire which causes their incandescence when contact is made by a press button on the dashboard.

While the engine remains hand warm, it can be started without the aid of the plugs.

It has been suggested that as the number of crude oil lorries increase, the present low price of the fuel will be forced up. When it is stated that an average motor ship consumes 80 tons of fuel oil per day, and as there are nearly 3,000 such vessels in service using 240,000 tons daily, while one lorry doing 15,000 miles per annum only uses 6 tons in a year, the absurdity of this argument is at once apparent.

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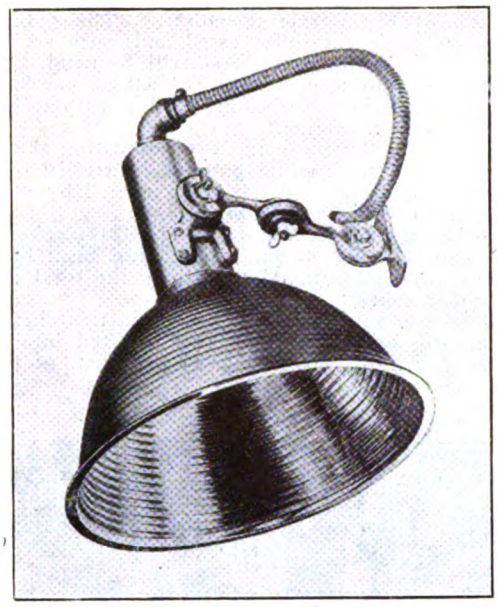
Motor Notes.

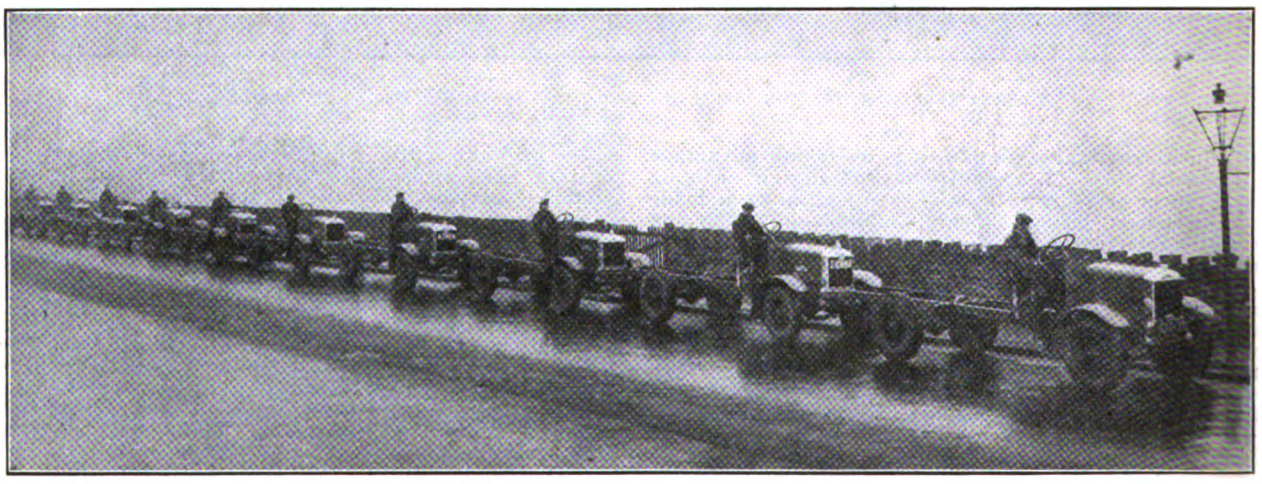
Flood Illumination.—Owners of motor showrooms, garages, service stations, and other premises where good exterior lighting is of importance are likely to be interested in a new form of electric flood lamp. This is known as the Priest-Lite re-active ray super floodlight. It is sold by Equipments Limited, of 159-161, Great Portland Street, London, W., who inform us that it



THE PRIEST-LITE FLOOD LAMP.

operates upon the principle of re-active rays. There is no centre beam, and an absolutely uniform projection of light is provided. The reflector contains a bluish element which bleaches out the yellow rays and makes possible the projection of a real white light, the nearest possible approach to actual daylight. It is unbreakable and its reflecting surface will not tarnish, wear off or break. It is economical in current consumption. It is also suitable for the illumination of garage yards and parking places. It has a universal mounting, enabling its light to be projected in any required direction.

B.P. Karriers. — The photograph shows a convoy of



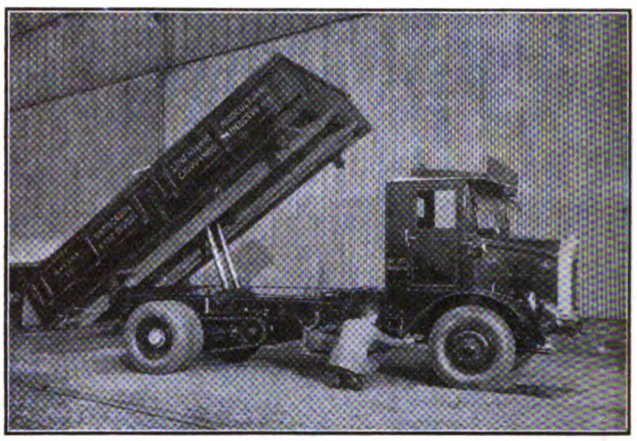
A FLEET OF 50-CWT. KARRIERS FOR THE BRITISH PETROLEUM CO., LTD.

50 cwt. Karrier chassis recently leaving the works of Karrier Motors, Ltd., Karrier Works, Huddersfield, and form part of a large batch of similar vehicles at present being manufactured to the order of the British Petroleum Co., Ltd. The machines are of the "CY2" type, modified to carry a net load of 50 cwt. The chassis are fitted with four cylinder engines developing 47 h.p. The wheels are shod with 34 in. by 7 in. pneumatic tyres front and 36 in. by 8 in. rear, all mounted on Sankey wheels. Tecalemit Zerk lubrication system is fitted and both the tyre pump and speedometer are driven from the gear box.

Albion Orders.—United Motors, Ltd., of London, have placed an order with the Albion Motor Car Co., Ltd., Scotstoun, Glasgow, for sixteen 30 cwt. chassis, which are to be used for running under contract for Debenham and Freebody.

Tangye Oil Engines.—We have received from Tangyes, Ltd., Cornwall Works, Birmingham, their latest catalogue No. 382, giving full particulars and illustrations of their low compression cold starting heavy oil engines.

The First K.S. Diesel Lorry Delivered.—Kerr, Stuart



KERR, STUART'S FIRST DIESEL LORRY DELIVERY.

and Co., Ltd., California Works, Stoke-on-Trent, have sent us the accompanying illustration of a diesel engined lorry as recently described in these pages. This particular lorry represents the firm's first delivery and is in service for F. W. Lougher & Co., Pontalun Quarries, Bridgend.

Indestructible Glass. — We have received from the British Indestructo Glass, Ltd., Chase State, Park Royal Road, London, N.W.10, an excellently compiled catalogue describing and illustrating the firm's "Indestructo" glass which is unsplinterable because it is a laminated product of alternating layers of polished plate glass bound with a flexible transparent material. Visibility and protection are the two outstanding claims made for this glass.

"Lodemor" Trucks. — We have received particulars from the Laycock Engineering Co., Ltd., Victoria Works, Millhouses Station, Sheffield, of a new type of industrial truck known as the "Lodemor." It is a truck of 25 cwt. with which it is stated it can climb a gradient of 1 in 8,

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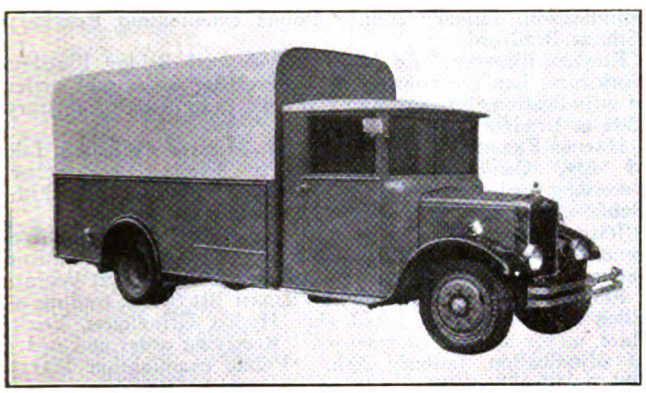
and on the level it can draw an extra 2 tons on the trailer. The speed is 8 miles and its price is £149. Power is provided by a 500 c.c. four-stroke petrol engine, and the chassis is mounted on coil springs front and rear, and the wheels are fitted with 15 in. by 3½ in. solid rubber tyres. Two speeds are provided. The back axle is the crown and bevel type and is driven through a universal jointed propeller shaft.

The B.A.T. 2-ton Tilt Van.—The 2-ton tilt van illustrated, is mounted on a B.A.T. 27/60 h.p. 6 cylinder cruiser chassis. The body is framed in oak and ash and has deal floor boards, tilt hoops boarded and covered with prepared cloth; the interior is slatted and the outside is panelled in aluminium; there is a hinged tailboard with a pair of vertical doors above; the separate enclosed driver's cab has wide side doors and frameless plate glass drop lights with mechanical winders and plate glass windscreen in metal frame. There is a locker under driver's seat and one in side panels below frame for spare petrol tins, etc.; the wheel arches are boxed square inside. The



2-TON TILT VAN MOUNTED ON THE B.A.T. 27/60 H.P. 6-CYLINDER CRUISER CHASSIS.

dimensions are: length, 12 ft. 6 in.; width, 6 ft. 3 in.; height, 6 ft. 6 in.; cubic capacity, approximately 495 cubic ft.; floor approximately, 2 ft. 6 ins. from ground loaded.

Approved by Scotland Yard.—Harris & Hasell (1929), Ltd., St. George's Road, Bristol, manufacturers of the B.A.T. Cruiser chassis for 20 passengers or 2-ton loads, announce that the "Cruiser," which is built to Ministry of Transport regulations, has now been definitely approved and passed by Scotland Yard for service in the Metropolitan area. Immediate deliveries of the Cruiser chassis are available.

Commer Car Deliveries.—Amongst recent interesting deliveries made by Commer Cars, Ltd., of Luton, are the following:—4-tonners for Maynards, Ltd., Reynolds Sons & Co., Ltd., Parke, Davis & Co., and the English

A 4-TON COMMER FOR MAYNARDS, LTD.

Electric Co., Ltd., Rugby, also a 2-ton van for Blades, East & Blades, Ltd.

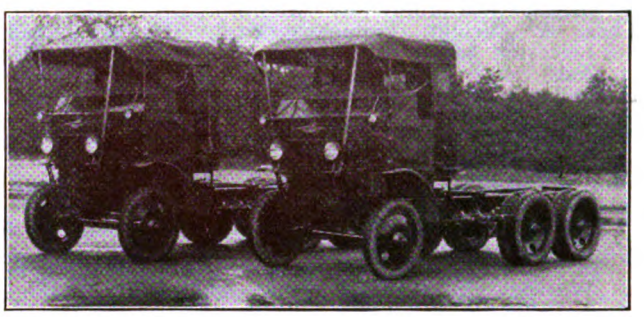
To Adopt Double-Deckers.—To enable them to cope with heavier traffic, Southport Corporation Tramways Committee has been viewing a number of double deck motor buses, including A.E.C., Thornycroft, Crossley, Vulcan and Leyland.

"Germ" Lubricating Oils.—Our illustration shows two Sentinel wagons with trailers hauling a consignment of 12,000 gallons of "Germ" lubricating oils from the works

TWO SENTINEL WAGONS WITH TRAILERS TRANSPORTING "GERM" LUBRICATING OILS.

of the Henry Wells Oil Co., Ltd., Salford, Lancashire, to the Manchester Docks for export.

Garners for the War Office.—The photograph shows two of a number of Garner Light six-wheeled chassis



GARNERS FOR THE WAR OFFICE.

supplied under contract to the War Office, complete with driver's cab and fittings for army tools. The cab provides full protection for both driver and passenger. It is detachable as one unit and is built of angle steel framing, reinforced in all corners and covered with double-sided galvanized steel Plymax with aluminium mouldings to finish. Full and immediate accessibility to the engine is provided by the Garner patent system.

Lubrication for Morris Vehicles. — Sternol, Ltd., 110 Cannon Street, London, E.C.4, announce that Morris Motors, Ltd., have decided to recommend officially Sternol W.W. Medium for the engine lubrication for Morris cars and liquid Ambroleum for gear box, back axle and chassis lubrication.

A Testimonial for Bean Cars.—Bean Cars, Ltd., Tipton, near Birmingham, have received the following letter from the Revo Electric Co., Ltd., Britannia Works, Tividale, Tipton, Staffs:—"We think you may be interested to know that one of our fleet of Bean 30 cwt. vans has just completed 80,000 miles. This vehicle was purchased from

THE BEAN 30-CWT. VAN REFERRED TO IN TEXT.

you on the 3rd April, 1928, and during the whole of this period, it has only been off the road three working days for repairs. Another van purchased from you 31st January, 1929, has just completed 48,000 miles, with four working days off the road for repairs. The driver's report still reads "Van O.K." This speaks volumes for your products, and our judgment was good when we standardised Beans for our 30 cwt. class."

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County Court Judgments.

THE following returns from the Registry of County Courts' Judgments, Whitehall, have been received relating to judgments entered up in the respective County Courts of England and Wales. Publication does not imply inability to pay. Many judgments may have been settled between the parties or paid. Judgments settled otherwise than through the Court may appear unless "satisfaction" is entered up within twenty-one days from judgment or allocatur. Registered judgments are not necessarily for debts. They may be for damages or otherwise, they may relate to actions *bona fide* contested between the parties, or they may be against defendants, liable in a representative capacity, and not personally; but no distinction is made on the register. Judgments are not returned to registry if satisfied in Court books within twenty-one days.

A. Harling, 58, Worthing Street, Hull, haulage contractor. £55/18/10. December 5th.

Majestic Saloon Coach Services, Imperial Buildings, 9, Oxford Road, Manchester, motor carriage proprietors. £40/11/8. December 16th.

Simms & Gratrix, 119, Yorkshire Street, Oldham, Lancs., motor coach proprietors. £28/3/0. December 17th.

Thos. A. Wright, Finnigans Yard, Hastings Road, Leicester, haulage contractor. £118/7/2. December 2nd.

H. Griffin, 88, Castle Street, Grimsby, Lincs., carting contractor. £44/9/8. December 3rd.

S. J. Evans & Co., The Hollies, Gobowen, Salop, haulage contractors. £73/0/1. November 20th.

W. T. Chambers, Pyrehill, Aston, Nr. Stone, Staffs., haulage contractor. £48/8/0. December 5th.

— Wright, Parkfield Road, Wolverhampton, haulage contractor. £39/8/4. November 25th.

Yates Bros., The Park Inn, Kettle Brook, Nr. Tamworth, Warwickshire, haulage contractors. £42/19/1. October 2nd.

Arthur Bennion, Stocking Gate, South Kirkby, Yorks., haulage contractor. £33/2/11. December 10th.

C. E. Earnshaw, 17, Peel Street, Horbury, Yorks., haulage contractor. £31/2/4. December 12th.

Jas. Smith, Rutland Street, Sheffield, haulage contractor. £39/0/2. November 29th.

Herbert Sutton, Minsthorpe Lane, South Elmsall, Yorks., haulage contractor. £62/12/10. December 10th.

Frank Thompson, 10, Albert Avenue, Carlton Hill, Nottingham, and A. Thompson, 68, Serlby Rise, Gordon Road, Nottingham (trading as Thompson Bros.), haulage contractors. £39/13/8. December 11th.

Frank Mills, 46, Park Street, Gloucester, haulier. £26/9/7. December 5th.

— Ailwood, Coptall, Pay Street, Hawkinge, Kent, haulage contractor. £36/11/3. December 4th.

Botton & Goodrham, Strood, Kent, haulage contractors. £200/0/0/. December 9th.

John Harrison & Elizth. Harrison (his wife), 92, Marine Parade, Sandylands, Morecambe, Lancs., char-a-banc proprietor. £96/12/2. November 25th.

H. W. Adams & Co., Pile Street, Bristol, haulage contractors. £37/4/2. December 10th.

— Haines, Banshanti, Allington Lane, West End, Southampton, coach proprietor. £30/9/4. December 11th.

J. N. Horner, 29 Thomas Street, Portsmouth, motor char-a-banc proprietor. £25/3/6. December 9th.

Russell Motor Services, Royal Pavilion Hotel Building, Folkestone, motor coach proprietors. £59/17/6. November 19th.

Eniway Motor Tours, Ltd., 81a Peter Street, Manchester, transport contractors. £48/5/0. December 10th.

A. E. Taylor & Co., Ltd., 16 Southwark Street, London, S.E., hauliers. £61/17/9. December 17th.

Joe Day, Woodwell, Batley, Yorks., haulage contractor. £32/1/10. December 21st.

Fred Hoggarth, Flixton, Scarborough, haulage contractor. £41/13/3. December 12th.

E. Birmingham & Co., Ltd., 1 Avonmouth Street, London, S.E., motor coach proprietors. £39/13/0. December 11th.

— Flower, 117 Green Lanes, Palmers Green, Middlesex, haulage contractor. £56/5/6. December 13th.

Geo. Fairweather, 1 Wilsons Dwellings, Bramford Road, Ipswich. £10/16/0. December 20th.

Fred. Jolly, Hill Top, Kimberworth, Rotherham, Yorks., carter. £34/15/2. January 3rd.

Mapley & Sons, 49 Markham Avenue, Adwick-le-Street, Yorks., haulage contractors. £41/18/5. January 3rd.

Albert Robinson, 66 West Parade, Hull, Yorks., haulage contractor. £50/9/4. December 19th.

The Gazette.

Dissolution of Partnership.

JAMES THOMAS WELCH and STANLEY VIVIAN PEARCE, trading as Welch & Pearce, 135 Sydenham Road, Sydenham, London, haulage contractors. 12th July, 1929.

The Bankruptcy Acts, 1914 and 1926.
Bankruptcy Proceedings.

HARRY WEEKS, 27 Jordan Street, Buckfastleigh, Devonshire, haulage contractor, etc. Receiving order and order of adjudication, January 6th.

GEORGE WILLIAM BRELSFORD, 41 Mason Street, Sutton-in-Ashfield, Nottinghamshire, haulage contractor. Receiving order and order of adjudication, January 13th.

BENJAMIN JAMES COOK, 10 Wendall Road, Shepherd's Bush, London, lately 95 Windmill Road, Brentford, Middlesex, haulage contractor. Receiving order, January 10th, and order of adjudication, January 25th.

GEORGE EWART BROOK, 34 Raglan Terrace, Thornbury, Bradford, haulage contractor. Receiving order and order of adjudication, January 20th. Public examination February 25th, at Bradford.

EDWARD BROSTER, "Le Abri," 9 Ryshworth Bridge, Bingley, Yorkshire, haulage contractor. Receiving order and order of adjudication, January 20th. Public examination February 25th, at Bradford.

HAROLD FREDERICK WINTERS, 29 Silver Street, Wisbech, Isle of Ely, Cambridgeshire, formerly haulage contractor. Receiving order and order of adjudication, January 20th. Public examination February 20th, at Kings Lynn.

JOHN RAINFORD, 11 Devonshire Road, Chorley, Lancashire, general carrier. Receiving order and order of adjudication, January 22nd. Public examination February 20th, at Wigan.

ELLEN BIRTWELL and JOSEPH WILLIAM BIRTWELL, trading as Ellen Birtwell & Son, Ribblesdale Hydro, Grindleton, Yorkshire, motor haulage contractors. Receiving order and order of adjudication, January 28th. Public examination March 12th, at Blackburn.

LEONARD EDWIN HANCOCK, trading as "L. E. Hancock & Sons," Bloom Gorse Farm, Rufford, Nottinghamshire, motor haulage contractor. Receiving order and order of adjudication, January 28th.

FRANK MARSH, trading as "Flint's Haulage," 323 Broad Street, Pendleton, Lancashire, haulage contractor. Order of adjudication, December 31st.

RACHEL POWERS, described in the Receiving order as R. Powers, 254a Mile End Road, London, haulage contractor. Receiving order, January 30th. Order of adjudication, February 3rd.

WILLIAM HENRY MITCHELL, Sandringham Road, Doncaster, lately 51 Spring Gardens, Doncaster, Yorks., transport contractor. Receiving order and order of adjudication, January 31st.

Notices of Intended Dividend.

WILLIAM REID, Lion Yard, Matilda Street, Caledonian Road, London, N.1, cartage contractor. No. 1,198 of 1927. Claims to Oliver Gordon Sunderland, 15 Eastcheap, London, E.C.3.

JOHN EDWARD ELVY, deceased, 9 Maidstone Road, Rochester, Kent, lately Commercial Road, Strood, Rochester, and Canal Road, Strood, Rochester, Kent, cartage contractor, etc. No. 7 of 1929. Claims to Kelvin Clayton Pollock, 62 High Street, Rochester.

CHARLES SMITH, trading and described in the receiving order as Charles Smith & Sons, 8 Carr Street, Stepney, London, haulage contractor. No. 711 of 1929. Claims to Ferrars Vyvyan, Bankruptcy Buildings, Carey Street, London, W.C.2, Official Receiver.

JOHN DUERDEN, 34 Hollingreave Road, Burnley, Lancashire, haulage contractor. No. 33 of 1929. Claims to John William Carter, District Bank Chambers, Blackburn, Official Receiver.

Notices of Dividend.

JAMES HENRY BARKER, 1 Church Street, Wetherby, Yorks., carting agent. No. 15 of 1929. First and final of 3/1d. in the £, payable at Official Receiver's Offices, Duncombe Place, York.

ROBERT BROOKER, Hartley House Yard, Crawley Down, Sussex, cartage contractor. No. 9 of 1929. First and final of 5/10d. in the £, payable at office of Official Receiver, 12a Marlborough Place, Brighton.

ARTHUR COURTMAN COLEBROOK, 16 Grove Road, North Lowestoft, Suffolk, carter. No. 22 of 1929. First and final of 1/7¾d. in the £, payable at the Official Receiver Office, 4 Eastbourne Place, Prince of Wales Road, Norwich.

RICHARD BRIGG, the younger, and JOHN BRIGG, trading as "R. & J. Brigg," Marton Bank, Elaine Avenue, Marton, near Blackpool, Lancashire, carriers. No. 18 of 1929. First and final of 4/8½d. in the £, payable at the Official Receiver's Office, 9 Cannon Street, Preston.

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New Companies.

Mack's Safety Coaches, Ltd. (245,567).—Private company. Registered February 6th. Capital £100 in £1 shares. Objects: To adopt an agreement with Peter and Arthur Mack, and to carry on the business of motor coach proprietors formerly carried on by them in London and Watford. The first directors (to number not less than 2 nor more than 7) are: P. Mack, A. Mack. Registered office: 8-10 Wilson Street, W.C.2.

Nashs Garages, Ltd. (245,571).—Private company. Registered February 6th. Capital £500 in £1 shares. Objects: To carry on the business of garage and stable proprietors, haulage contractors, motor manufacturers, general carriers, etc. H. Nash is permanent governing director subject to holding 100 shares. Registered office: Mersey Road, Blundellsands, Lancs.

Clintonian (Road Transport), Ltd. (245,556).—Private company. Registered February 6th. Capital £100 in £1 shares. Objects: To acquire the business of garage proprietors and petrol filling station and motor coach proprietors now carried on by P. P. Crawford and A. Jacobs at 164-170 (even), Mare Street, Hackney, E. The permanent directors are: P. P. Crawford, A. Jacobs. Registered office: 164-170 Mare Street, Hackney, E.

Hadley Warehouses, Ltd. (245,587).—Private company. Registered February 7th. Capital £1,000 in £1 shares. Objects: To carry on in Liverpool and elsewhere the business of bonded and free warehouse keepers and owners, cold storage and refrigerating plant keepers, wharfingers, stevedores, barge and tug owners, motor-vehicle owners, railway, shipping and forwarding agents, etc. The directors are: S. N. Hadley, R. V. Hughes. The said S. N. Hadley shall be permanent so long as he holds 500 ordinary shares. Secretary: B. C. Barber. Registered office: 149 Fenchurch Street, E.C.3.

Archbold & Company, Ltd. (245,611).—Private company. Registered February 8th. Capital £1,000 in £1 shares. Objects: To carry on the business of general carriers, railway, forwarding and shipping agents, bonded and common carriers and clearing house proprietors, garage proprietors, etc. The first directors are to be appointed by the subscribers. Secretary: J. F. Archbold. Registered office: 31 Grace Street, Park Lane, Leeds.

Cheeseman & Edwards, Ltd. (245,642).—Private company. Registered February 10th. Capital £2,000 in 1,750 7 per cent. cumulative preference and 250 ordinary shares of £1 each. Objects: To acquire the business now carried on at High Street Garage, Caterham, as "Cheeseman & Edwards," and to carry on the business of garage proprietors, automobile, electrical and mechanical engineers, cartage contractors, hauliers, etc. The directors are: W. G. Edwards (permanent director and chairman), F. Cheeseman. Registered office: High Street Garage, Caterham, Surrey.

Southern Glideway Coaches, Ltd. (245,652).—Private company. Registered February 10th. Capital £7,000 in £1 shares (1,400 6 per cent. cumulative preference and 5,600 ordinary). Objects: To acquire the business of a motor coach proprietor carried on by L. S. Chell at Eastbourne. The permanent directors are: L. S. Chell, E. J. Southan. Secretary: F. W. Graver. Registered office: 160b Seaside, Eastbourne.

Lipman's Safe Transit Co., Ltd. (245,679).—Private company. Registered February 11th. Capital £100 in £1 shares. Objects: To carry on the business of haulage, cartage and general transport contractors, owners of public garages, furniture removers and warehousemen, etc. The directors are: M. Lipman (permanent managing director), Dorothy Porter, F. Keen. Secretary: Dorothy Porter.

Aquarium Garage (Brighton), Ltd. (245,725).—Private company. Registered February 13th. Capital £10,000 in £1 shares. Objects: To acquire a lease of certain hereditaments and buildings in Brighton, and to carry on the business of garage, omnibus and char-a-banc proprietors, etc. The directors are: F. W. Shenstone, P. J. Ashdown, T. R. Braybon. Secretary: P. J. Ashdown. Registered office: 26 Marine Parade, Brighton.

George Ewer & Co., Ltd. (245,771).—Private company. Registered February 14th. Capital £25,000 in £1 shares: Objects: To carry on the business of running motor omnibuses, chars-a-banc, lorries, traction engines and other vehicles for the conveyance of passengers and goods, garage proprietors, etc. The first directors (to number not less than 2 nor more than 7) are: J. H. Ewer, W. A. Ewer, Mrs. A. L. Smith (all permanent).

Tally Ho Coaches, Ltd. (245,785).—Private company. Registered February 14th. Capital £2,500 in £1 shares. Objects: To acquire the business of char-a-banc and motor coach proprietors now carried on by V. Down and J. H. Smith in Bournemouth as "Tally Ho Coaches." The permanent directors are: V. Down, J. H. Smith, R. T. A. Cornwell. Secretary: R. T. A. Cornwell.

Dryers Coaches, Ltd. (245,766). — Private company. Registered February 14th. Capital £500 in £1 shares. Objects: To carry on the business of hackney carriage and coach owners and hirers, garage proprietors, etc. The permanent directors are: A. Krayer (chairman), S. Dryer.

James Hemphill, Ltd. (15,852). — Private company. Registered in Edinburgh on February 14th. Capital £12,000 in 6,000 cumulative participating preference and 6,000 ordinary shares of £1 each. Objects: To carry on the business of carters, cartage contractors, common carriers, railway, shipping and forwarding agents, etc. The directors are: W. McMillan, jnr., J. Allan. Secretary: J. Allan. Registered office: 96 Kessock Street, Port Dundas, Glasgow.

W. J. Cumbers, Ltd. (245,821).—Private company. Registered February 15th. Capital £100 in £1 shares. Objects: To carry on the business of haulage and cartage contractors, general carriers, railway, shipping and general forwarding agents, etc. The directors are: W. J. Cumbers, B. Alvarez. Registered office: 6 Room, Fruit Exchange, Spitalfields, E.1.

All-British Travels, Limited. (245,827).—Private company. Registered February 17th. Capital £1,000 in £1 shares. Objects: To carry on business as travel and tourist contractors and agents, carriers, omnibus proprietors, etc. The first directors (to number not less than 2 nor more than 5) are: E. R. Davies, G. Taylor, A. Harding. Registered office: Wellington House, Buckingham Gate, S.W.1.

W. H. J. Alexander, Ltd. (245,855).—Private company. Registered February 17th. Capital £120,000 in £1 shares. Objects: To acquire the business of a tug owner, lighterman and warehouseman as formerly carried on by the late W. H. J. Alexander as "W. H. J. Alexander" and "R. G. Hall & Co." The permanent directors are: W. P. Alexander, G. F. Alexander, H. Sutcliffe (chairman). Secretary: E. J. Bean. Registered office: St. John's Wharf, Wapping, E.1.

Clark's Boat, Ltd. (245,836).—Private company. Registered February 17th. Capital £3,000 in £1 shares. Objects: To acquire the business of carriers carried on by Clark and Company (Scunthorpe), Ltd., at Neap House, Gunness, Lincs. The first directors (to number not less than 3 nor more than 15) are: P. Coombe, R. Jones, B. Whiting.

Barwell & Sons, Ltd. (245,893). — Private company. Registered February 20th. Capital £500 in £1 shares. Objects: To carry on the business of storers, warehousers, packers and removers of furniture, pictures, plate, musical instruments, works of art, etc. The first directors are not named.

Harry Sabey & Son, Ltd. (245,971).—Private company. Registered February 22nd. Capital £4,000 in 3,000 5 per cent. preference and 1,000 ordinary shares of £1 each. Objects: To carry on the business of removal, haulage and storage contractors, new and second hand dealers, motor engineers, garage proprietors, etc. The directors are: H. Sabey, H. E. Sabey, Mrs. Elizabeth A. Sabey. Registered office: 27 and 29 Willesden Lane, N.W.6.

Richards and Hills, Ltd. (245,997).—Private company. Registered February 22nd. Capital £100 in £1 shares. Objects: To acquire the business of removal contractors and warehousemen heretofore carried on by A. R. Richards and R. F. Hills at 118 Hamlet Court Road and 643a London Road, Westcliffe-on-Sea. The directors are: A. R. Richards, R. F. Hills.

C. E. B. Hire & Drive Yourself, Ltd. (245,984).—Private company. Registered February 22nd. Capital £1,500 in £1 shares. Objects: To carry on the business of letters out on hire, and hirers of motor cars, cycles and other vehicles, carriers, cartage contractors, etc. The first directors (to number not less than 2 nor more than 5) are: C. E. Bennett, C. R. Emerson. Secretary E. A. Ovenden. Registered office: 363 Bromley Road, Catford, S.E.6.

Western General Omnibus Company, Ltd. (246,031).—Private company. Registered February 24th. Capital £100 in £1 shares. Objects: To own and work omnibuses, stage, hackney and other carriages; to carry on the business of motor car, coach, van and cab proprietors, etc. The first directors (to number not less than 2 nor more than 7) are not named.

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Eastern General Omnibus Company, Ltd. (246,019).—Private company. Registered February 24th. Capital £100 in £1 shares. Objects: To own and work omnibuses, stage, hackney and other carriages; to carry on the business of motor car, coach, van and cab proprietors, etc. The first directors (to number not less than 2 nor more than 7) are not named.

Compass Transport Company (Woking), Limited. (246,005).—Private company. Registered February 24th. Capital £1,500 in £1 shares. Objects: To carry on the business of carriers and transport agents, garage proprietors, petrol and oil vendors, general repairers and suppliers of all motor requisites. The first directors (to number not less than 2 nor more than 5) are: E. K. Whiskin, B. E. Thomson, K. D. Thomson. Registered office: 140/141 Finsbury Pavement House, E.C.2.

Canal Transport, Ltd. (246,057).—Private company. Registered February 25th. Capital £40,000 in £1 shares. Objects: To acquire and amalgamate the undertakings of the Lancashire Canal Transport Company, Ltd., Benjamin C. Walls, Ltd., and a part of the undertaking of John Hunt & Sons (Leeds), Ltd.; to adopt three agreements (1) between the Lancashire Canal Transport Company, Ltd., of the 1st part, P. T. Dean, L. B. Rawsthorne, J. Halliwell, H. A. Smitton and W. Carmichael of the second part, and this company of the third part; (2) between Benjamin C. Walls, Ltd., of the first part, B. C. Walls, Elizabeth A. Walls, B. E. Walls, T. H. Walls and R. M. Walls of the second part, and this company of the third part; and (3) between John Hunt & Sons (Leeds), Ltd., of the first part, H. Hunt and R. H. Hunt of the second part, and this company of the third part; and to carry on the business of carriers by air, sea, river, canal, railway, road and otherwise, warehousemen and storers of goods, wares and merchandise, canal, railway and forwarding agents, importers, exporters, refrigerators, refrigerating store keepers, ship owners and builders, tug and barge owners, lightermen, ice merchants, freight contractors, etc. The first directors (to number not less than 3 nor more than 5) are: R. W. Wickham, H. Gaunt, L. B. Rawsthorne, R. H. Hunt, B. C. Walls. The Leeds and Liverpool Canal Company are entitled to appoint a director while holding 15,000 shares. R. W. Wickham being the first.

Mortgages, Charges and Satisfactions.

A. Timpson & Sons, Ltd.—Four Land Registration Charges on properties in Ramsgate, Crayford, Hastings and Tormoham (Devon), all dated December 6th, 1929, to secure all moneys due or to become due from the company to the Midland Bank, Ltd. (Registered February 1st, 1930, by permission of the Court.)

D.M.S., Ltd.—Further charge on 1, 2 and 3, Mercatoria and Morrill's Yard, St. Leonards-on-Sea, dated January 10th, 1930, to secure £1,000. Holders: Hastings Permanent Building Society.

Northallerton Omnibus Co., Ltd.—Issue on January 11th, 1930, of £600 debentures, part of a series already registered.

Blue Band Bus Services, Ltd. — Particulars filed of £4,663 8s. 9d. debentures authorised January 15th, 1930, charged on the company's undertaking and property, present and future, including uncalled capital, the whole amount being now issued.

Wendrone Motor Services, Ltd. — Debenture dated January 17th, 1930, to secure £3,937 19s. 3d. charged on the company's undertaking and property, present and future, including uncalled capital. Holder: H. Smith, 33, New Oxford Street, W.C.1.

J. Bullock and Sons (1928), Ltd.—Debenture charged on the company undertaking and property, present and future, including uncalled capital, dated January 20th, 1930, to secure all moneys due or to become due from the company to Barclays Bank, Ltd.

Goodfellow Services, Ltd.—Particulars filed of £6,000 debentures authorised January 20th, 1930, charged on the company's property, present and future, including uncalled capital, the amount of the present issue being £4,000.

Collister & Co., Limited.—Particulars filed of £500 debentures authorised January 22nd, 1930, charged on the company's property, present and future, including unpaid capital, the amount of the present issue being £250.

Wright Bros. (Burnley), Ltd. — Debenture dated January 24th, 1930, to secure £840, charged on the company's undertaking and property, present and future, including uncalled capital. Holder: F. Holt, "Raehills," Ribblesdale Place, Barrowford.

H. Pope & Sons, Ltd.—Deposit on January 25th, 1930, of deeds of 1, 2 and 3, Memel Cottages, Ballards Lane, Finchley, N.3, to secure all moneys due or to become due from the company to Barclays Bank, Ltd.

District Omnibus Services, Ltd.—Debenture charged on the company's undertaking and property, present and future, including uncalled capital, dated January 25th, 1930, to secure all moneys due or to become due from the company to Barclays Bank, Ltd.

Dawes' Motor Transport Company, Ltd.—Debenture dated January 28th, 1930, to secure £500, charged on the company's undertaking and property, present and future, including uncalled capital. Holder: S. E. Knight, "Woodcote," 92, Cliffsea Grove, Leigh-on-Sea.

W. R. Sanders (1920), Ltd.—Satisfaction in full on December 30th, 1929, of mortgage on 6, The Quadrant, Buxton, dated May 15th, and registered June 5th, 1925.

London Public Omnibus Company, Ltd.—Satisfaction in full on December 30th, 1929, of 1st mortgage debenture stock secured by trust deed dated December 31st, 1928, and registered December 31st, 1928, securing £360,000.

City of Oxford Motor Services, Ltd. (formerly City of Oxford Electric Tramways, Ltd.).—Satisfaction to the extent of £5,000 on January 2nd, 1930, of debenture and February 20th, and registered February 25th, 1914, securing £46,000 debentures.

G. & H. Green, Ltd.—Satisfaction to the extent of £1,000 on December 31st, of debenture dated November 19th and registered November 20th, 1929.

Eastern Express Motors, Ltd.—Satisfaction to the extent of £2,100 on December 31st, 1929, of trust deed dated collateral mortgage both dated June 13th, and registered June 23rd, 1928.

Western Welsh Omnibus Company, Ltd. (formerly South Wales Commercial Motors, Ltd.).—Satisfaction in full on January 9th, 1930, of deed poll dated November 18th, and registered November 22nd, 1927, securing £30,000 debenture stock.

J. Bullock & Sons, Ltd.—Satisfaction in full on January 18th, 1930, of two debentures in favour of Barclays Bank, Ltd., dated November 29th, 1922, and December 10th, 1924, and registered December 14th, 1922, and December 14th, 1924, respectively.

NOTICES

The World's Carriers is published monthly, on the 15th of each month. Annual Subscription, including **World's Carriers Year Book and Diary**, £1 1s., post free.

Advertisement tariff sent on request.

The Editor, while promising to give prompt consideration to any articles, notes, drawings, or photographs submitted, disclaims all liability in connection with contributions sent in voluntarily. If a properly addressed and stamped envelope is forwarded, every effort will be made to return rejected contributions.

Books, pamphlets, prospectuses, and newspapers (the latter having any special item conspicuously marked) should be addressed to the Editor.

All remittances should be made payable to "**The Carriers Publishing Company, Ltd.**," Bangor House, 68 & 69 Shoe Lane, London, E.C.4, and crossed "Midland Bank, Ltd."

Telegrams: KARRIWORL, LUD, LONDON. **Telephone:** CENTRAL 6068 (2 lines).

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FOR THE INFORMATION OF OUR SUBSCRIBERS we have recorded the names of General Carriers, Furniture Removers, Motor Haulage Contractors, and Forwarding Agents in all parts of the world.

Any subscriber requiring the name and address of a carrier, motor transport contractor, furniture remover, or forwarding agent in any particular town can obtain the information by writing us and enclosing a stamped addressed envelope.

FREE INFORMATION COUPON.

Information and advice can be obtained relating to Road Transport matters and concerning Motor Vehicles, such as Buses, Lorries, Steam Wagons, Delivery Vans and Tractors.

"THE WORLD'S CARRIERS."

Information Bureau Coupon.

MARCH, 1930.

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The
World's Carriers
AND
Carrying Trades' Review
A MONTHLY RECORD OF THE CARRYING TRADES OF THE WORLD.

VOL. XXVI.—No. 307. APRIL 15, 1930. [ANNUAL SUBSCRIPTION, £1 1s. (INCLUDING YEAR BOOK AND DIARY).

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Road Transport and Hours of Employment.

THE report of the Annual Meeting of the London Cartage and Haulage Contractors' Association, which appears in this issue, should be read with the keenest interest by every member of the road transport industry, and more particularly those engaged in goods transport by road. It was unfortunate that the meeting of members was not a larger one, and it is difficult to decide whether this was due to apathy or to great confidence in the officers of the Association. There never was a time when it was so imperative that every member of the trade should support his association, not only by his subscription, but by his presence at important meetings and by taking an active interest in what is being done. Road transport is being attacked on all sides, it is being overwhelmed by heavy taxation, it is seriously affected by railway competition, and now it is face to face with legal restrictions which threaten to make it impossible for its work to be carried on, on a remunerative basis. Our report, which is taken as the Minutes of the Annual General Meeting, will reach members of the industry not only in London but in every part of the United Kingdom, and we commend to our readers the Presidential address, dealing as it does with matters of the very greatest importance to the trade. Two matters are discussed at some length, first the Road Traffic Bill, now being considered in Committee of the House of Commons, and secondly the Hours of Industrial Employment Bill, which has already been referred to by the Prime Minister and which will shortly be introduced by the Minister of Labour. The Road Traffic Bill will have a very serious effect on road transport, and the vital clause in the Bill has already been passed in Committee, namely, Clause 19, which deals with the number of hours the driver of a motor vehicle is allowed to drive without a break and the total number of hours he may be employed at one time. This clause was fought very strenuously by the associations representing different sections of road transport, and it was only after long and protracted negotiations that an agreement was come to and a compromise effected, leaving some loophole for elasticity, without which it would be impossible for road transport to be carried on efficiently and successfully. Another point stressed by Mr. Turner, the President of the Association, was the speed limit for goods vehicles. At the present time these limits are 20 miles per hour for vehicles fitted with pneumatic tyres and 16 miles per hour for those fitted with solid tyres. This is in contrast to similar passenger vehicles, the speed limit of which is 35 miles per hour. We have already stated our belief that the distinction between the two classes of vehicles as regards speed will be unworkable, and we are glad to see that this point is being pressed by the Association with all its influence. We are convinced that if the clause goes through as it is, we shall have just the same anomaly as we have at present of vehicles habitually breaking the law, because the law is unreasonable and impossible to carry out. In our last issue we dealt with the Washington Convention, giving an article specially contributed which set forth the points of this Convention as it affected road transport. The proposed Hours of Industrial Employment Bill was discussed at considerable length by Mr. Turner, and although the Bill is not yet published, the Association, as one of the chief parties interested, have had access to a special memorandum giving its main features, to enable them to submit their views. If the Bill should become law, imposing an eight hours day and a forty-eight hours week, without either exempting the road transport industy or making concessions which will minimise its hardships, then road transport will receive another serious blow against its prosperity. It is for this reason that we urge very strongly upon every member of the road transport industry his duty to support his association and through it the National Road Transport Employers' Federation, who are fighting his battles and who look to him for the utmost support which he can give.

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Comment on Current Topics.

The Channel Tunnel Report.

Those who have followed the vicissitudes of the Channel Tunnel Company and have admired the way in which Baron Emile d'Erlanger and his colleagues have kept their end up and have maintained their confidence in the practicability of a channel tunnel, will have read with great interest the report of the Channel Tunnel Committee appointed in April last. The report, which is an eminently practical one, for the first time considers the question of the feasibility of a Channel Tunnel solely from the economic standpoint and has nothing to say about the military arguments which have formerly been so strongly opposed to the scheme. The Committee took evidence over a period from April, 1929, to February, 1930, from Government Officials, Railway Managers and Engineers, from the Chairman of the Channel Tunnel Company, and from others with expert knowledge interested in the scheme. As a result the Committee consider that the scheme put forward by the Channel Tunnel Company was the only practicable one deserving of serious consideration and they are of opinion that the geological and engineering difficulties likely to be encountered could be successfully overcome. In stating this, however, they point out that there must always remain an element of doubt until the pilot channel, which it is proposed to construct at an estimated cost of £5,600,000, has been successfully driven right across the Channel. This means that the scheme is of a highly speculative character and must be considered as such by those who are prepared to undertake it. At the same time it is a risk which the Channel Tunnel Company are ready to take, and they have no hesitation in saying that the sum of £30,000,000 required for the entire undertaking can be found without difficulty. The Committee considers that the work should be carried out by private enterprise and should not be accorded any special financial assistance by the Government. This, we believe, is in accordance with the views of the promoters of the scheme and should not adversely affect its progress. Although the construction of the tunnel, to be spread over some seven years, will provide work for a considerable number of skilled men, it is not looked upon as a scheme which will seriously benefit unemployment. The Committee believes that a Channel Tunnel could be built, maintained, and operated by private enterprise at a cost which would permit of the traffic through it being conveyed at rates no higher than those at present in force on the short cross-channel route. Naturally the railway companies are closely interested in the scheme, which may affect them either advantageously or adversely according to their geographical position. The Southern Railway is particularly interested and on former occasions the South Eastern & Chatham Railway, now part of the group, strongly supported the proposals for a tunnel, realising that the effect would probably be to concentrate continental traffic over their system and take it away from other railway companies. The position is somewhat different now, but Sir Herbert Walker, in his evidence, stated that should it be decided to construct the tunnel, it would have the support of the Southern Railway. The Committee considered very exhaustively the question of traffic through the tunnel, both for passengers and goods. The effect is difficult to estimate as regards passengers and it may be that the Continent will gain considerably more than this country will by making it easier to get to the other side. It is felt by many that the advent of a Channel Tunnel will be a bad thing for this country as enabling passengers to get abroad more easily, to the detriment of their own country and its health and seaside resorts. We do not think this fear is likely to materialise as changes of this kind have a way of finding their own level and adjusting themselves so that on balance the result is much the same as before. The Committee considered other methods of cross-channel communication, including a Channel ferry, a combined railway and road cross-channel bridge, as well as other proposals. The only one practicable on financial and technical grounds was that for a channel ferry, but they were satisfied that the Dover-Calais and Folkestone-Boulogne routes were unsuitable for such a service.

Hydra-Headed Transport.

Twenty-one motoring associations and clubs have recently drawn up and sent to the Chancellor of the Exchequer a memorandum of protest against the present excessively heavy motor taxation. It is a curious thing that these motoring organisations did not band themselves together for the purpose of promoting the interests of the industry as a whole many years ago. It is good, however, to note that the various classes of motorists are now beginning to realise that they depend upon each other for their welfare and prosperity. The general public has now to be made to appreciate how much its happiness and comfort are depending upon fluid transport. It is shown in the table appended to the memorandum in question that the estimated revenue derived from motor taxation, including the petrol duty, is £42,300,000 for the current year, this being 70 per cent. of the £60,000,000 estimated for road expenditure for the current year. The heavy taxation has been imposed avowedly to restrict road transport, but it is a well known axiom that to tax transport is as great an evil as to treat capital as revenue. The whole history of transport shows it to be the most important factor which, above all others, must be fostered and nurtured; it is, in short, the prime mover of industrial progress and indeed of civilisation itself. Time and again it has been proved that the only practical method of developing sparsely populated productive countries is to provide cheap transport, in many instances by subsidising it, so that the produce can be moved cheaply from the source of production where it is not required to any extent to the place where it is required to a great extent. Without such encouragement Great Britain and many other parts of the world would to-day be without cheap supplies of foods, clothing and other essentials to existence. Why, then, when the various forms of transport have created sufficient volumes of traffic to become self-supporting, should we proceed to tax them? We do not refer to any particular form of transport but to all forms of proven practicability—rail, water and road. Air transport is not yet self-supporting and therefore has to be subsidised. It proves how hydra-headed transport is. It is the one commercial enterprise which refuses to be killed, for the simple reason that we have to admit we cannot live without it. If we tax it, we tax it to our hurt. Air transport is raising a healthy head in spite of the barrenness of the soil on which it grows. We cannot help ourselves. We are compelled to water and fertilize the barren soil because we know full well that our very existence, not in the very remote future, may be entirely dependent upon this youngest of all forms of transport. The railways in this country have recently obtained some slight preference in the matter of taxation, but, we regret to say, not on the principle that the taxation of transport is bad policy but rather on the principle of "robbing Peter to pay Paul." Of all forms of transport, until air transport made its appearance, road transport has had the hardest battle to fight for its existence. It

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is obvious now that it has reached a stage of adolescence, and this memorandum which has been sent to the Chancellor of the Exchequer should, if it results in no immediate advantage, be a timely reminder that road transport has become a factor in our policy too strong either to be imposed upon or to be ignored. As far as industrial transport is concerned, the fallacy of taxing it can be simply explained. Suppose, for instance, the householder insisted upon his tradesmen, who supply him with commodities, paying for admission to his premises; they would either avoid him or make an additional charge for the goods with which they supply him and in the end he would be the loser. He would injure himself and he would injure his tradespeople because he would pay more and get less or get goods of an inferior quality. One of the main reasons that the householder pays local rates is that he may provide easy access to his premises so that he may obtain his goods cheaply. If he pays directly and collectively he has a voice in the expenditure of the money so that he may obtain best value for it. If he taxes the individual he loses control and pays more. The only reason that the taxation of road transport has reached such disproportionate magnitude within the British Isles is that the road transport industry has hitherto been disunited and a victim of misleading propaganda, one section of it being against the other and one form of transport against the other. The railways now have the powers they sought and there can no longer be any reason why they, with their enormous interest, should not throw in their weight in the cause of transport generally, so that a transport system may be built up which will add to the prosperity of the British Isles and the British Empire.

Traffic Control by Light Signals.

An interesting experiment is being made at Ludgate Circus, where traffic is to be controlled mechanically by automatic coloured lights, regulated by a policeman placed in a kiosk on the Farringdon Street side of the Circus. This is following the precedent set by various important towns in the provinces, but it is the first attempt to adapt this system to London and if it is successful it will undoubtedly be extended to other important thoroughfares where there is a large amount of cross traffic. It is anticipated that the new system will increase the safety of the streets for both vehicles and pedestrians; will produce an easier and more regular flow of traffic, with consequent reduction of congestion and delay, and will effect economy by reducing the number of police constables required to regulate the traffic. It is proposed to have four sets of double signals, one at each corner of the Circus controlling the four important streets which meet there. Knowing Ludgate Circus as we do, we do not see any reason why the experiment should not be successful and the only difficulty which we foresee is with regard to traffic wishing to proceed up St. Bride Street, the fifth turning, which adds very considerably to the traffic congestion by reason of motor buses and other vehicles wishing to turn and having to wait in the centre of the Circus until they can get across.

Street Accidents.

The subject of street accidents in all parts of the country, but particularly in London, is a perennial source of anxiety, and the latest returns do not tend to make those responsible any easier in their minds concerning alterations which are being made in traffic regulations. We consider that, quite rightly, the authorities are emphasising more and more the need for increased care on the part of pedestrians and we believe that lack of care is the reason for a very large percentage of the accidents which everyone deplores. We strongly advocate a new campaign to alter the rule of the road for pedestrians, making it the rule that they should walk on the left of the pavement instead of the right and in this way face the oncoming traffic. This change was strongly advocated some years ago by the National Safety First Association, but unfortunately was not supported by those in authority, with the result that at the present time every pedestrian seems to be a law unto himself and walks either on the left or the right or in the centre of the pavement at his own sweet will. If it were made the rule that all pedestrians should walk on the left side of the pavement we believe that a very big step forward would be taken in reducing the number of accidents due to the carelessness of the pedestrian. The Minister of Transport, in Committee of the Road Traffic Bill, spoke strongly about the responsibilities of pedestrians and suggested that the time was coming when heavy penalties might have to be imposed on pedestrians who were the cause of accidents.

Unloading of Vehicles.

The notice, which we published in our last issue, recently issued by the Minister of Transport, dealing with the loading and unloading of vehicles in London deserves careful attention and its results will be watched with special interest by firms engaged in road transport in the London area. The order, which covers the areas comprising Piccadilly Circus, Marble Arch, and St. Giles' Circus, together with short lengths of the thoroughfares leading into these areas, prescribes regulations for dealing with traffic which have the effect of curtailing very drastically the right of standing in these streets during schedule hours. It is stated that this is an experiment and close observation is being kept to see the effect.

Personal Notes.

Derby Transport Appointment.—Mr. S. G. Davy, Traffic Superintendent, Exeter Corporation Tramways and Omnibuses, has been appointed Traffic Superintendent of omnibuses and tramways under the Derby Corporation, and he will take up his new duties on May 1st. Mr. Davy commenced his transport career in 1912 with the Rotherham Corporation. He joined H.M. Forces on the outbreak of the Great War and served with the York and Lancaster Regiment, and whilst in France was promoted to Company Sergeant-Major and in 1918 was gazetted Second-Lieutenant and posted for duty with his old regiment. At the end of the war he again took up his work under the Rotherham Corporation and held the post of Traffic Inspector from July, 1919, to May, 1924, when he was appointed Traffic Superintendent, Exeter Corporation Tramways and Omnibuses.

Earl of Cottenham Joins Lancia (England), Ltd.—The Earl of Cottenham, who is well-known in the motoring world both as a racing driver and a writer on motoring matters, has joined Lancia (England), Ltd. In this company Lord Cottenham will occupy himself in many things, but principally as head of the experimental department.

A Motor Consulting Engineer.—Major E. G. Beaumont, O.B.E., A.M.Inst.C.E., M.I.Mech.E., M.Inst.T., the son of the late Mr W. Worby Beaumont, has resumed work as a consulting engineer, at 20, Essex Street, Strand, W.C.2. Major Beaumont was associated with his father in his practice as a consulting engineer, prior to 1914. On the outbreak of war he was attached to the Inspection Branch, Mechanical Transport, Royal Army Service Corps, and was engaged throughout the war on technical duties and towards the end as Assistant Senior Inspector at the War Office. He returned to civil life with the rank of Major and the O.B.E. Military class. For over nine years Major Beaumont held the position of Motor Superintendent of the Anglo-American Oil Co., Ltd., and during this period the motor fleet increased from 700 vehicles up to a total of nearly 3,000. In this connection he has had extensive experience of road transport operation and maintenance problems. Apart from works training and subsequent power plant

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experience Major Beaumont has been professionally engaged for over 25 years in connection with motor vehicle design, construction, and operation. During the very active development period 1903 to 1914, covering the introduction and rapid increase of use of commercial vehicles for passenger and goods transport, his work brought him into contact with Government Departments and public authorities at home and abroad, and also with the principal operating companies and manufacturers of all types of vehicles. He was President of the Institution of Automobile Engineers, 1927/8, and now returns to the work which was interrupted by the War. He will be occupied primarily in the automobile engineering and road motor transport field. Mr. Leslie N. Burt, M.I.Mech.E., who has been engaged continuously with the same practice for over 25 years will collaborate, particularly in general engineering matters.

MAJOR E. G. BEAUMONT, O.B.E.

A Popular Chairman. — Mr. Edward Charles Cooke, this year's Chairman of the Association of Railway and Forwarding Agents, presided at the Annual Dinner of the Association, a report of which appeared in our last issue. Mr. Cooke is head of the firm of Elmore, Cooke & Co., Ltd., shipping and forwarding agents, of 4½, Marshall Street, Regent Street, London, W. 1. The firm undertake the collection and packing of all classes of merchandise and ship to all parts of the world. They have their own fleet of road vehicles which includes Chevrolets and Fords. A speciality of the firm is the packing of fine art treasures, and they have carried out contracts for the transport of old masters in connection with exhibitions held in this country as well as overseas.

MR. EDWARD C. COOKE.

Mr. T. B. Keep Appointed Director and General Manager of Commer Cars, Ltd.—Mr. T. B. Keep, who was originally associated with the Dennis Company and was for some years a Director of Rootes, Ltd., has now resigned his position with the latter company and has been appointed Director and General Manager of Commer Cars, Ltd., commercial vehicle manufacturers, Luton, where great things are confidently anticipated.

L.N.E.R. Continental Traffic Organisation. — We are officially informed that the L.N.E.R. Company, in consequence of the recent death of Mr. H. Allaway, who was Assistant General Manager (Shipping) and Continental Traffic Manager (North), have appointed Mr. A. L. Gibson, Continental Traffic Manager (South), to be Continental Traffic Manager to the Company. The Company have also appointed Mr. J. H. Smith, at present Assistant to the Continental Traffic Manager (South), as Assistant to the Continental Traffic Manager in respect of the Humber Services, with Headquarters at Hull.

* * *

Mr. A. L. Gibson has been in the service of the London and North Eastern Railway Company for more than 30 years, having joined the Great Eastern Railway in 1899, entering the office of the General Manager. His experience of Continental traffic has been a long and wide one and he was engaged on special work in Paris during the Great War. Following this, in 1919/1920, he was attached to the General Continental Agency connected with the Company, and in the latter year was appointed Assistant Continental Traffic Manager. In March, 1924, he was promoted to the position of Continental Traffic Manager (South).

MR. A. L. GIBSON.

MR. T. B. KEEP.

Mr. John Moore joins A. J. Stevens & Co. (1914), Ltd.—Mr. John Moore has joined A. J. Stevens & Co. (1914), Ltd., the well-known passenger and commercial vehicle manufacturers of Wolverhampton, and holds a responsible position. Mr. Moore's experience in the commercial vehicle world dates back many years, and he will be remembered as holding a responsible position with Guy Motors, Ltd.

Mr. H. Mozley's Retirement.—Mr. H. Mozley, General Manager of the Burnley Corporation motor bus and tramways undertaking, retired on superannuation on 29th March. Altogether Mr. Mozley has a record of 62 years service in connection with transport.

MR. JOHN MOORE.

Swindon Transport Appointment. — Mr. H. C. W. Ludgate, General Manager of the Morecambe Corporation Omnibus Department, has been appointed General Manager of the Swindon Corporation Passenger Transport Department.

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Road Traffic Bill.

Progress in Committee.

No doubt by the time this issue is in the hands of our readers Standing Committee C of the House of Commons will have completed the discussion of Part I of the Road Traffic Bill dealing with the regulation of motor vehicles. At the time of writing the Committee have disposed of 22 clauses. There are 34 clauses in Part I.

Age of Drivers.

Clause 9 of the Bill places restrictions on driving by young persons and sub-section (3) of this clause reads: "A person under twenty-one years of age shall not drive a heavy locomotive, light locomotive, motor tractor or heavy motor car on a road unless on first applying for a licence after the commencement of this Act he satisfies the licensing authority that he was during the six months immediately preceding the first day of January, nineteen hundred and thirty, regularly engaged in driving a motor vehicle of that class."

Amendments moved by the Minister of Transport to leave out the words "regularly engaged in" and to insert the words "in the habit of," and at the end of the sub-section to insert the words "Provided that a vehicle being an agricultural tractor shall not be deemed to be driven on a road within the meaning of this sub-section while it is being so driven in the course of the internal operations of a farm," were agreed to.

Sub-section 2 of this clause reads: "A person under seventeen years of age shall not drive a motor vehicle other than a motor cycle on a road." Lieut.-Colonel Ashley moved to insert at the end of this sub-section the words: "(3) A person under eighteen years of age shall not drive a heavy motor car on a road." He said that as the Bill stood no one was to be able to drive a heavy motor car until he had reached the age of 21. He had no objection to the fact that 21 should be the age for heavy locomotives, light locomotives and motor tractors, but he thought that the Government had gone too far in including heavy motor cars in the restrictions. Two communications had reached him from the motor manufacturers and from the Showmen's Guild pointing out that there might be hardships to individuals if the provisions in the Bill were adhered to and that a situation would be created which might even be prejudicial to the public interest. The motor manufacturers pointed out that the limit of 21 would prevent test drivers under that age in factories driving heavy vehicles to and from the works and would also interfere with the existing practice of owners of commercial vehicles of training lorry drivers by employing them as lorry boys with occasional spells of driving under experienced regular drivers. The Showmen's Guild of Great Britain made the point that many of their young men of 18 who were strong and healthy owned their own motor lorries which they used for transporting their shows, etc., and to employ a second person as driver would be quite impracticable. His remarks applied to cars unladen at the weight of 2½ tons which, when fully laden, might go up to five or six tons. It seemed a little incongruous that men should not be allowed to drive such cars when the Bill allowed a youth to drive an ordinary car which might go up to three tons.

Colonel Howard-Bury suggested that the age might be raised by one or two years. The existing age was 17 and it was proposed to suddenly raise it to 21. Was that fair to all the existing firms who had men of 18, 19 and 20 years of age in their employment? What was going to happen to the men who were being trained and kept for the purpose of driving? It was the practice to use these younger men as a "second string." He agreed that it was not usual to give them charge of a vehicle until they were about 20, but there were occasions when it was necessary for these second men to be on a heavy lorry.

The Minister of Transport said he agreed that when a person was approaching the age of 21 some provision should be made whereby he might be gradually evolved into a fully competent and responsible driver, but with the large scale operations of modern transport undertakings it was highly probable that in a large number of cases those undertakings could give a man the necessary training on the lighter vehicles, where it was legal for him to drive when he was under 21 years of age. In-so-far as a man was allowed to practice on private property, in commercial goods yards, etc., it was perfectly competent for him to receive training a little before the age of 21 in readiness for the time when he might lawfully become a driver. The driving of the lighter heavy motor vehicle of 2½ tons unloaded but which might have a total weight of five to six tons was a fairly responsible task. When it came to driving a vehicle beyond the private car and beyond the light goods vehicle they got into the category of heavy motor cars and he felt there was much to be said for the view that had been put forward that it was a man's job and not a youth's. Public service vehicles were not covered by the amendment, and he was glad that the Right Hon. Gentleman did not object to the age of 21 for the driving of public service vehicles. Quite of number of the more reputable public service vehicle firms, before any question of compulsion arose, decided in their own interest that they would fix the minimum age for drivers of such vehicles at 21. In the case of the transport of commercial goods it really ought to be done.

The amendment was rejected by 26 votes to nine and the clause, with minor amendments, was ordered to stand part of the Bill.

The Speed Limit.

There was considerable discussion on Clause 10 of the Bill dealing with limits of speed. This clause makes it unlawful to drive a motor vehicle at a speed greater than the speed specified in the First Schedule to the Act. There is to be no speed limit for the private car. The speeds proposed for other mechanically propelled vehicles will be discussed when the Schedules to the Bill come up for consideration by the Committee.

Mr. Hall-Caine, who moved that the speed limit for any motor vehicle should be forty miles an hour, said that as he understood the Bill it was proposed that in the case of the light vehicle there should be no speed limit, but the omnibus and the char-a-banc, which he said he might call the poor man's motor cars, were still to be subject to some speed limit.

Dr. Salter, who moved as an amendment to the proposed amendment that there should be a speed limit of 35 miles an hour, said that the increased number of deaths and accidents happening to-day was almost entirely attributable to the light car and the private motorist. So far as heavy cars and commercial vehicles were concerned the increase in the number of deaths and accidents was practically proportionate to the increase in the number of cars, but so far as light cars and private cars and motor cycles were concerned the number of persons killed and injured was more than double the percentage increase in the number of the vehicles themselves.

Major Hills contended that we must have proper roads. We must have special motor roads, as they had in the United States and the north of Italy—fenced roads, and he said that we should be driven to provide these special roads.

The Minister of Transport (Mr. Herbert Morrison) said that with the knowledge and experience possessed by the Department they did not believe that speed was necessarily the primary cause of accidents. It was one of the factors in accidents, and it would continue to be one of the factors regarded by the law under the Bill. What he should like to be known to the general public was that the Bill was not going to say that any speed was a safe speed. Clause 11 as framed was far better than a speed limit. It said that it was an offence if the speed in all the circumstances of the case was dangerous. He believed that the Bill, in a number of important if not spectacular ways, would enable them to reduce accidents. They would have far better control over public service vehicles. Speeds would be easier to control.

In reply to a question, the Minister said that it was perfectly clear, under Clause 45, that local authorities would be able to apply to the Minister to make restrictions on the use of vehicles on specified roads; and one of the restrictions for which they would be entitled to ask was a restriction on speed. The Minister might or might not hold a public inquiry, and he came to a decision on the matter, but the right of the local authority to apply to the Minister for a speed limit was preserved under that clause.

The Clause was ordered to stand part of the Bill.

Clause 13 ("Prohibition of motor racing and speed trials on roads") was agreed to, and ordered to stand part of the Bill.

With regard to this clause, Dr. Salter moved an amendment to prohibit also reliability trials, but the Minister said that the amendment as drafted would, he was afraid, be

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incapable of administration. He did not see how they could distinguish between an organised reliability trial and an ordinary club run, which one could not say of itself was harmful. He appealed to his Hon. Friend to withdraw the Amendment on the understanding that between then and the Report stage he would look into the matter and see if they could find some means of giving some measure of control.

Reliability Trials.

Colonel Howard-Bury said he took it the Minister did not mean to prevent or prescribe every form of reliability trial? If he did it would be a very great blow to the motoring industry. Reliability trials were of very great assistance to them. They had to sell cars abroad, and anything which hindered the testing of vehicles over different types of country would be a definite disadvantage to the motoring industry.

Colonel Ashley said that if he understood the Minister of Transport aright he was not going to forbid all reliability trials, and that what he proposed to do was to give the local authority, the county council or the county borough a voice as to the roads on which these reliability trials should take place.

The Minister said that Colonel Ashley had substantially expressed his own views. All he wanted was to get for the local people and the local police reasonable control.

Requirements as to Employment of Drivers and Attendants.

Clause 17 of the Bill requires that in the case of heavy and light locomotives two persons should be employed in driving or attending the locomotive whilst being driven on any public highway.

Mr. Remer moved that both persons should be licensed.

The Solicitor-General pointed out that under the Bill if both persons were employed in driving they would have to be licensed and that should be sufficient. If the other person was only employed in attendance there was no reason why he should be required to be licensed. They should hesitate somewhat before they inflicted an added cost upon transport by saying that a motor lorry must carry two licensed men.

The Amendment was, by leave, withdrawn.

Sub-section (2) of Clause 17 requires that where a motor vehicle is drawing more than one trailer on a road, one or more persons, in addition to the persons employed in driving and attending to the vehicle, shall be employed for the purpose of attending to the trailers at the rate of one such additional person for each trailer in excess of one.

Mr. March said that if the employers in their wisdom thought it advisable to have two men with licences driving a motor lorry and had a trailer attached, there should be a third man for the two lorries, one for the trailer, which meant three men. He moved to leave out of the sub-section the words "more than one" and to insert instead the word "a."

The Minister of Transport said he proposed to accept the amendment, but at the right time he should move to insert the words "Provided that if two persons are employed in driving or attending the vehicle one such person may be regarded as employed for the purpose of attending such trailer."

Restriction on the Number of Trailers Drawn.

Clause 18 lays it down that the number of trailers, if any, which may be drawn by a motor vehicle shall not exceed:—(*a*) In the case of a heavy locomotive or light locomotive, three; (*b*) in the case of a motor tractor, one, if laden, or two, if unladen; (*c*) in the case of a motor car or a heavy motor car, one; or such less number as may be prescribed in relation to vehicles of the respective classes aforesaid.

Sir J. Lamb moved to limit the number of trailers to be drawn by a heavy or light locomotive to two. He thought it very undesirable that there should be locomotives with three trailers behind. They were a source of great danger.

The Minister of Transport said that in the Sub-section he was entitled to prescribe a less number if he was convinced that it ought to be done. He had very great sympathy with the object of the Hon. Member. He did not like long trains of trailers, and he was bound to say that some of them were doing a job which something else ought to be doing, but he was advised that there were sometimes certain goods or machinery which had to be transported which a railway could not manage. There was the case of the showman and certain cases in which agricultural interests considered that they required three trailers. If they made it that in no case might there be three trailers he was advised that genuine hardship would ensue in a number of cases.

Amendment was withdrawn.

The Clause, as amended, was ordered to stand part of the Bill.

Limitation of Time for which Drivers of Certain Vehicles may remain continuously on duty.

There was considerable discussion on Clause 19 which seeks to restrict the hours which a motor driver may work.

Mr. Remer moved an amendment, but later it was withdrawn, to provide that drivers of public service vehicles, heavy or light locomotives or motor tractors, or any other motor vehicles for the carriage of goods, could be on duty continuously for a period not exceeding six hours, instead of 5½ hours.

Lieut.-Col. Ashley said he was not hostile to the principle of the clause. The Committee ought to consider, however, whether the hours of work proposed in the clause were workable, because it was one thing for Parliament to insert certain hours in a Bill and another thing for industry to carry out the law.

The Minister of Transport said that it had been found necessary to insert this clause in the Bill to meet a serious state of affairs. Cases had come to notice in which there was reason to believe that accidents had been caused by the fatigue of drivers owing to long hours of continuous work. Mr. Morrison then referred to the negotiations which had taken place between him and the interests concerned, both employers and employed, that had resulted in the proposals in the clause that the period of continuous driving should not exceed 5½ hours, and that the aggregate period of work should not exceed 11 out of 24 hours. Provision had also been made to meet exceptional cases on joint application being made by the representatives of employers and workers.

Clause 19, as amended in Committee, now reads as follows:—

(1) With a view to protecting the public against the risks which arise in cases where the drivers of motor vehicles are suffering from excessive fatigue, it is hereby enacted that it shall not be lawful in the case of:— (*a*) any public service vehicle within the meaning of Part IV of this Act; (*b*) *any* heavy locomotive, light locomotive or motor tractor; or (*c*) any motor vehicle constructed to carry goods other than the effects of passengers; for any person to drive or cause or permit any person employed by him or subject to his orders to drive:—(i) for any continuous period of more than five hours and one half; or (ii) for continuous periods amounting in the aggregate to more than eleven hours in any period of twenty-four hours commencing two hours after midnight; or (iii) so that the driver has not at least ten consecutive hours for rest in any period of twenty-four hours calculated from the commencement of any period of driving:

Provided that it shall be a sufficient compliance with the provisions of paragraph (iii) if the driver has at least nine consecutive hours for rest in any such period of twenty-four hours provided that he has an interval of at least twelve consecutive hours for rest in the next following period of twenty-four hours.

(2) For the purposes of this section:—(*a*) Any two or more periods of time shall be deemed to be a continuous period unless separated by an interval of not less than half an hour in which the driver is able to obtain rest and refreshment; and (*b*) any time spent by a driver on other work in connection with a vehicle or the load carried thereby, including in the case of a public service vehicle any time spent on a vehicle while on a journey in any other capacity than as a passenger shall be reckoned as time spent in driving; and (*c*) in the case of a vehicle which is being used in the course of operations of agriculture or forestry a person shall not be deemed to be driving the vehicle or to be spending time on work in connection with the vehicle or the load carried thereby so long as the vehicle is elsewhere than on a road.

(3) The Minister may, on the application of a joint industrial council, conciliation board, or other similar body, or on a joint application, by such organisations, representative of employers and workpeople in the industry, as the Minister of Labour may certify to be proper bodies to make such an application, and after referring the matter to the Industrial Court for advice, by order vary the periods of time prescribed in this section, provided that he is of opinion that such variation is not likely to be detrimental to the public safety.

Any order made under this sub-section may be revoked or varied by a subsequent order made in like manner and subject to the like conditions.

(4) If any person acts in contravention of this section he shall be guilty of an offence:

Provided that a person shall not be liable to be convicted under this section if he proves to the court that the contravention was due to unavoidable delay in the completion of any journey arising out of circumstances which he could not reasonably have foreseen.

(5) This section shall not apply to motor vehicles used for fire brigade or ambulance purposes.

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London Cartage and Haulage Contractors' Association.

Annual General Meeting.

The Annual General Meeting of the London Cartage and Haulage Contractors' Association was held at the offices of The Rubber Growers' Association, 2 Idol Lane, Eastcheap, London, on March 31st last.

The President of the Association, **Mr. Philip R. Turner, M.Inst.T.**, presided.

The Minutes of the last Annual General Meeting having been published in *The World's Carriers* were taken as read and signed.

The Balance Sheet for the year ended 31st December, 1929, was placed before the meeting and passed unanimously. The accounts showed a good surplus of income over expenditure.

The President, Mr. Philip R. Turner, M.Inst.T., was received with applause upon rising to review the work done during the past year and to refer to some of the very important matters now engaging the attention of the Industry. He said: Gentlemen: I am sorry that the meeting to-day is of small dimensions. I should have thought, considering the important matters we have in view, that this room would not been large enough to hold us. I know that in past times of trouble and strife we have often had difficulty in getting all the people into one of the largest rooms at the Cannon Street Hotel, but perhaps business, or lack of appreciation has caused some to stay away to-day.

I find, on referring to the excellent report of our last Annual General Meeting, which appeared in *The World's Carriers*, that this is the fifth time I have had the honour of addressing you as your President.

Last year I said that the staff of this Association were in for a very arduous twelve months, and I think that prophecy has been fully realised. It has indeed been a year of very heavy work, and I would like at the outset to voice my appreciation of the confidence and support I have received throughout the year from the Council and also from Mr. Bailey and his staff. Mr. Bailey has always worked very ungrudgingly for this Association, and the work he undertakes with the greatest willingness is always very well done. (Applause.)

MR. PHILIP R. TURNER, M.INST.T.
PRESIDENT.

I invariably take this opportunity of appealing for support for the Association, and I do feel that if the rank and file only appreciated the way in which their interests are continually watched over and the amount of real hard work that is put in on their behalf, we should receive a greater measure of enthusiasm and support than we do.

I think it is quite fair to say at the present time that, as a trade, we are under a cloud. I think the clouds started to form heavily in 1927 with an increase in taxation of unprecedented heaviness, and to-day we are faced with a very onerous clause in the Road Traffic Bill which will undoubtedly have a very far reaching effect on the industry if it becomes law. We are faced also with a projected measure known as the Hours of Industrial Employment Bill which is shortly to be introduced into the House of Commons by the Minister of Labour. Generally speaking, it is true to say that we suffer and suffer very badly from the burden of general taxation as well as from special taxation, and I do not find that the outlook affords us much confidence. When an individual spends more than his means entitle him to spend, very harsh terms are applied to him and often very harsh measures are adopted, and it does seem with regard to the Government of this country that a different system of morality prevails inasmuch as additional burdens are imposed on the people to meet new items of expenditure, and there is a grave omen in the fall of the rate of production of a penny on the income tax; this is falling very rapidly in value and it shows quite clearly the state of affairs in the country.

From the agenda you will see that we have to report on the Road Traffic Bill and on the Hours of Industrial Employment Bill. Both of these Bills will impose on this industry additional heavy costs, of that I think there can be no two opinions.

During the year there have been a number of outstanding matters dealt with, and I will now refer to some of them.

Articulated Eight-wheelers.

Last year the Minister of Transport promulgated an order dealing with articulated eight-wheeled vehicles. He proposed that such vehicles should not exceed 33 ft. in length. We approached him by deputation and pointed out that the regulation would make illegal a large number of vehicles already on the roads and would make illegal also those which were at present under construction. The Minister agreed, after considerable pressure, and it was only after considerable pressure, to amend the date when the order would come into force to the 30th June of this year, and he also inserted a clause to make the vehicles already on the road and those under construction legal during the course of their useful lives. That was, I think, quite a satisfactory result from the point of view of the trade.

Lateral Overhang of Motor Vehicles.

We have also given some attention to a request from the Minister of Transport with regard to the lateral overhang of mechanical vehicles. The Minister feels that something should be done to limit this overhang. He says that if through force of circumstances a vehicle is obliged to go as near to the kerb as possible it often endangers persons on the footway because the load sometimes considerably overhangs the wheels. The Minister wanted our advice together with that of other organisations as to what limit should be placed on lateral overhang, and the omnibus interests have prepared a memorandum, which has been formulated by a body of engineers. I do not think that the recommendations they make would suit us. However, the matter is still under discussion and it will be considered by the National Federation and in due course we hope to get the backing of the best people and to try and get a general memorandum submitted to the Minister in order, in any case, that our interests may be safeguarded so that we do not get something imposed upon us which we may find very irksome.

Royal Commission on Transport.

Last year I reported very fully on the evidence we submitted as a Federation to the Royal Commission on Transport. Since then the Commissioners have issued two reports and they form the subject of the Bill which is now before the House of Commons. A third report is expected shortly, which will no doubt deal with the question of the co-ordination of transport, and we have been told that this third report will be followed by further legislation. There is no doubt that the Minister of Transport will introduce such further legislation as soon as he can, and it would be a matter of grave concern to us. It will be necessary for us to very carefully examine his suggestions and possibly to be heard on a number of points that might arise.

Excessive Noise Regulations.

During the year the Minister of Transport made an order dealing with excessive noises caused by motor vehicles, and we find at the present time that commercial vehicle users particularly are being subjected to very considerable inconvenience and interference through these regulations and we feel that, in many cases, the police are not interpreting the order in the manner in which it was intended it should be interpreted. We have made representations on the matter to the Home Office and have put forward the suggestion that a warning should be issued instead of direct action being taken in the case of a first offence. Whilst the Home Office has no power to make such a recommendation to the police authorities throughout the country, yet it has the power to say a word and I hope that that word will be said, and if so I think it will be very helpful to us.

May I here be permitted to refer to items 5 and 6 on

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the agenda. Item 5 deals with the Road Traffic Bill and item 6 with the Hours of Industrial Employment Bill. We shall again come to these items later for any discussion that may be necessary.

Railway Competition.

Before I do so, however, there is still one item I should like to refer to and that is railway competition. We have had complaints from a number of members who are feeling the effect of the competition of the railways on the roads. In some cases traffic has been lost through the railways quoting not only unremunerative rates but ridiculously low rates, and in some cases the losses which must fall upon the railway companies through doing work at such prices must be very heavy indeed. This is quite apparent to anybody who knows anything at all of the trade. It raises a serious question in our minds, and we feel that in the face of this sort of competition it is impossible to go on with our present wages agreement as the railway companies have a far more favourable wages agreement than we have. If it continues I think we shall have to see that our conditions are eased in order to get more into line with them.

Road Traffic Bill.

It has been commented on from time to time that the present road traffic legislation is undoubtedly out of date on account of the rapid advance in mechanical traction, and that most of the laws and regulations have become obsolete. I think you will remember that the Minister of Transport in the last Government drafted a Bill which he proposed to introduce into the House of Commons as a non-contentious measure, but owing to the pressure of Parliamentary business he found it impossible to do so. The late Government did, however, appoint the Royal Commission on Transport and following the Commission's two reports a new Road Traffic Bill has been brought in. From our point of view the most important feature in the Bill is clause 19 which seeks to restrict the hours which a motor driver may work. I want to point out to you that whilst the second report of the Royal Commission was issued at the end of October, the Bill was not printed until December 2nd and was introduced into the House of Lords on December 9th, so that very little time was afforded to give it due consideration. We, with other bodies, moved for the deletion of clause 19, which was clause 18 in the Bill when first introduced into the Lords, and the opposition was so strong that Lord Russell withdrew the clause in order that it might be re-drafted. Following that, the Minister of Transport called a conference of all interested parties, both from the employers side and from the trade unions side. At the first meeting the Minister referred to the opposition the clause met with in the House of Lords, and said that he knew quite well what our attitude was and that we wanted deletion, but he said that he intended to have a clause of this nature for the protection of the public. He said further that he had withdrawn the clause for re-drafting in order to meet the opposition as far as possible, but that if we insisted on the deletion of the clause he was quite prepared to fight us on the floor of the House of Commons, and he was perfectly sure that he would get the clause agreed to. The meetings were rather protracted, there were five altogether and they each took at least four hours. It was found, during the course of the discussions, that it was quite impossible to fix hard and fast limits to the hours of work in this industry. Every effort was made to produce a clause of the greatest elasticity, and I think the result is that the clause is elastic. The Minister himself realised the difficulties that might arise, and when introducing the measure in the House of Commons, he said: "There will be difficulties that we cannot foresee and difficulties which, if they are embedded in a statute, will tie us up to some absurd position if we cannot get elasticity." I think that as a result of the conferences with the Minister of Transport we have a clause which will be as little onerous as possible to this trade, but will in some measure restrict the hours a man may work.

Speed Limits for Commercial Vehicles.

Whilst we have this restriction, we have also to bear in mind the restriction of speeds contained in the Bill. Under the Bill the speed limits are 20 miles per hour with pneumatic tyres and 16 miles per hour on solid tyres. We are of the opinion that these speeds do not conform with present-day practice. They are out of date already, and we feel that this, in conjunction with the restriction of hours, will be a serious handicap. We are moving an amendment, in conjunction with other bodies, to bring the speeds for all commercial vehicles on pneumatic tyres up to 35 miles an hour, which is the same as the speed proposed for very heavy coaches and buses, and that vehicles on solid tyres should be able to travel up to 20 miles an hour.

Some other amendments which are being moved deal with clause 3 which refers to non-compliance with regulations as to construction; clause 4, licensing of drivers; clause 9, restriction of driving by young persons; clause 18, restriction of the number of trailers drawn; clause 22, duty to stop in case of accidents; clause 25, use of bridges by motor vehicles, and clause 45, use of vehicles on specific roads.

Under clause 98 of the Bill the penalty for certain minor offences is a maximum of £20 for a first offence and £50 or a term of imprisonment for a second offence; an amendment is being moved to alter this to a maximum of £5 for a first offence and £10 for a second or subsequent offence.

8-Hour Day—48-Hour Week.

The Washington Hours Convention has again been revived, but on this occasion we have it in a different form. It is now called "Hours of Industrial Employment Bill." We are not suggesting that the Hours of Industrial Employment Bill is an actual ratification of the Washington Convention because it is not, it varies materially. Nevertheless, it is a measure that directly arises from the Washington Convention. As you will appreciate, this Bill is entirely separate and distinct from the Road Traffic Bill. The Hours of Industrial Employment Bill has not yet been published, but we have had submitted to us a document giving the proposed heads of the Bill. This Bill applies to all industries, and it is an attempt really to bring in by law an eight-hour day and a forty-eight hour week.

Some time ago when the Government announced in the King's Speech that they intended to ratify the Washington Convention we formed part of a deputation to the Minister of Labour. We put forward our difficulties and asked for the exclusion of Road Transport. Whether due regard was then paid to the case we made out I do not know, but it is quite certain that the provisions of the present Bill are not nearly so onerous as they would have been under the Convention. They are, however, quite sufficiently drastic, and they cause us very serious concern. With reference to this Bill, we have worked in conjunction with the National Conferedation of Employers' Organisations, which is a body representing over 9 million workers in this country, and that is considerably more than half the industrial population. The National Confederation of Employers' Organisations made out an excellent case in principle against the Bill, and submitted a considered document to the Minister of Labour. They also went in deputation, and this deputation was powerful enough inasmuch as it represented 45 distinct industries. The Minister received the deputation with consideration, and also agreed to receive deputations from individual groups representing common interests. We went to a further meeting with the Minister of Labour on March 17th in conjunction with the railways, and you have received the statements which were then submitted to her on our behalf. Mr. Edwards made the case for horse transport and I gave the case for motor transport. The Minister did not hold out any hope at all that we should be excluded from the scope of the Bill, but she did say that she had no wish to strangle industry, or to place impossible conditions upon us, and that when the Bill was drafted she would see that the case we had brought to her notice received the greatest possible consideration, and that the greatest measure of elasticity should be introduced into the Bill so far as we were concerned. The Bill will apply to all industrial undertakings, and while road transport is included at present owner drivers or members of an employer's family are excluded.

Subject to certain modifications the Bill provides for (a) an eight hour day and forty-eight hour week for six days; (b) where the hours of work on any day are less than eight the limit on other days may be increased to nine; (c) provisions will be made to allow for working in excess of the daily limit where work is so arranged that the workers are employed for not more than five days a week, subject to the daily limit; (d) there will be power to provide by regulation based on agreements for other limits of hours in particular cases, subject to an average of 48 hours over a specified period; (e) overtime will be permitted up to a maximum of 32 hours in any 4 weeks, subject to payment at not less than time and a quarter. Power will be taken to prescribe a higher or lower maximum in any case by regulation after consultation with employers and workers organisations. Sunday work, except in the case of continuous processes and the week-end change over of shift workers will be remunerated at not less than time and a quarter, and will be counted against the permitted overtime hours; (f) provision will be made for the notification of working hours, the keeping of records, inspection and penalties.

When this Bill is published it will be necessary for us

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to very carefully examine its contents, and to make such representations as may be necessary on behalf of the trade. We hope, and sincerely hope, that if this Bill is introduced it will be so modified as to meet the reasonable objections we have already made to the Minister. We want exclusion if this industry is going to function properly.

Well, gentlemen, I think that closes my remarks on the year's work, and I hope that I have given you an idea of the two main points we have to watch in the future, namely, the restrictive clause 19 in the Road Traffic Bill and the general restriction on working envisaged in the Hours of Industrial Employment Bill. I think these two points alone should be sufficient to make the industry realise that it is more necessary now than at any time to keep together and to work together.

The President resumed his seat amidst applause.

Mr. P. R. Turner Re-elected President.

Mr. W. H. Hixson proposed that Mr. Philip R. Turner be re-elected President for the ensing year. He said that their President had shown marked ability in the work he had done in connection with the Association. As the President had told the meeting the matters dealt with, and the important questions now demanding attention had called for most careful attention, and Mr. Turner had rendered inestimable service to the industry. They needed a man of the strongest personality at their head at the present time, and it therefore gave him the greatest pleasure to ask the members to re-elect Mr. Turner as President for the coming year. (Applause.) They had heard a summary of what had been done during the past year, and as business men they must all appreciate the amount of time and work entailed. It was his good fortune to be in the House of Commons recently when their President submitted the case for their industry to one of the Ministers of the present Government, and he could assure the members that their case did not lose anything in its presentation. Mr. Turner was a tremendous asset to the cartage and haulage contractors in London, and they owed him a deep debt of gratitude. The whole question of transport was in a state of flux at the present time and they did not know what was going to happen, and it was very necessary to retain Mr. Turner as their President. (Applause.)

Mr. F. Hoar, seconding the proposition, said that unfortunately for himself he was, he supposed, the oldest member of the London Cartage and Haulage Contractors' Association. He had served under more than one President, and was one of the active lieutenants under their old President, Mr. G. A. Dutfield, and he would say at once that the Association would always owe a very deep debt of gratitude to Mr. Dutfield. During the war they went through most strenuous times, and Mr. Dutfield had to devote at least two days in every week to the service of the Association throughout the war, and at that time members wondered what they would do if Mr. Dutfield should ever resign. He did not mean to say that they did not think there were other gentlemen in the Association with ability, but he did not think they had another gentleman who could devote the same amount of time to the work of the Association as did Mr. Dutfield. However, Mr. Dutfield did resign and he was happy to say that they induced Mr. Philip R. Turner to take his place. He could not say, out of respect for his predecessors, that Mr. Turner was the best President they had ever had, but he did say quite genuinely that he was as good a President and that they would never have a better. (Loud Applause.)

The proposition was carried with enthusiasm.

Mr. Philip R. Turner, acknowledging his re-election to the Presidential chair, said that whilst it was quite true to say that there was a certain amount of work involved in occupying the position of President of the Association, nevertheless it was work which to him was very interesting. He had been fortunate in having around him an experienced Council the members of which had assisted him in every possible way, and this had made his position much easier than it would have been. Whilst he had the confidence of the members and occupied the Presidential chair he would do his utmost to carry out the wishes of the members, and if in so doing he could help the trade to climb to a better position he would feel that he had been amply repaid for any time he had spent or trouble he had taken on behalf of the Association.

The following gentlemen were re-elected Vice-Presidents:—Mr. N. F. Wentworth, Mr. Herbert Paterson, and Mr. F. Hoar.

Mr. G. H. Lloyd, who was unanimously re-elected Honorary Treasurer, remarked that as regards service rendered to the Association their President represented the maximum whilst he represented the minimum.

The Council were re-elected en bloc with the addition of Mr. W. F. French (United Service Transport, Ltd.).

The Council for the ensuing year is constituted as follows:—Mr. H. H. Crow, Mr. Guy Fairclough, Mr. T. Feast, Mr. W. H. Hixson, Mr. W. H. Kinner, Mr. D. J. Maile, Mr. A. H. Park, Mr. T. B. Pettit (Pickfords, Ltd.), Mr. A. E. Prior, Mr. G. L. Polkinhorn (Carter, Paterson and Co., Ltd.), Mr. J. Pollitzer, Mr. A. Rickards, Mr. J. Spurling, Mr. J. Sullivan, Mr. L. A. Taylor, Mr. J. H. Turner, Mr. John Wells and Mr. W. F. French.

With regard to the Hours of Industrial Employment Bill the President pointed out that at present they had only had a copy of the proposed heads. If when the Bill was published it was found to contain very onerous provisions he thought it would be advisable for the Association to obtain an opinion of all members within the Federation as to the effect of the Bill so far as the casualisation of labour is concerned.

Motor Taxation.

The President referred to a memorandum on motor taxation which had been forwarded to the Chancellor of the Exchequer. The memorandum had been drawn up by a conference of motor organisations representing twenty-one kindred organisations. The memorandum stated that the taxation of Road Transport, and the principles, methods and results of that taxation formed a subject of high national importance, and various points were advanced to justify a reduction in motor taxation at the earliest possible moment. The memorandum recommended a 33⅓ per cent. reduction on all classes of motor vehicle taxation; (2) a more flexible system of short-term licences in order to induce all-the-year-round use of vehicles; and (3) a comprehensive and continuous policy of road and bridge widening, improvement, and development, to be financed by the capitalisation of a portion of the Road Fund revenue.

A cordial vote of thanks to the President for presiding concluded the business.

London Traffic—Broken Down Vehicles.

In September, 1925, the London Traffic (Broken down Vehicles) Regulations were made imposing a duty upon the owner and driver or other person in charge of a broken down vehicle in a street within the London Traffic Area to remove it as soon as possible. In addition, the Regulations empower a police constable in uniform, if he is of opinion that the owner, driver or other person in charge of a broken down vehicle has failed to take all necessary steps to remove it, or that the vehicle constitutes a danger to traffic, to remove it himself or use the services of any other person or persons to remove it, and the expenses incurred by the police in connection with such removal are recoverable from the owner.

The above-mentioned Regulations have recently been reviewed, and on the recommendation of the London Traffic Advisory Committee, the Minister now proposes to revoke the existing Regulations and to issue revised Regulations which will provide:—

1. For the incorporation of the provisions of the existing Regulations referred to above—with the addition that any contravention thereof will be made an offence and render any person offending liable to a fine not exceeding £5.
2. That no owner, driver or other person in charge of any vehicle shall permit it to be in any street within the London Traffic Area in such a condition or with such a load that it breaks down in any such street: provided that it shall be a sufficient defence to any proceedings if the person charged satisfies the Court that he has taken all reasonable steps to maintain the vehicle in proper condition, or to prevent its being overloaded, or that he was acting under the express instructions of his employer. Any person acting in contravention will be liable to a fine not exceeding £5.

Copies of the draft Regulations are obtainable from H.M. Stationery Office, Adastral House, Kingsway, W.C.2, either directly or through any bookseller at a cost of 1d. a copy.

Any person who desires to make representations in regard to the draft Regulations should make them in writing to the Secretary, Ministry of Transport, 7 Whitehall Gardens, S.W.1, not later than 19th May next.

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Southern Roadways, Ltd.

A Southern Business Romance.

It is a far cry from Fashion Street, Spitalfields, in 1904 to Bournemouth and the shores of Poole Harbour in 1930, and the connecting link is Mr. Alan H. Scammell, the Managing Director of Southern Roadways, Ltd., a business which has grown to large dimensions since it was founded in 1923, and to which the term "a Southern Business Romance" can very aptly be applied.

When we first met Mr. Scammell, it was as a young man engaged with his father and his brother, now Lt.-Col. A. G. Scammell, D.S.O., in the old established business of coachbuilders and engineers which was so well known to the cartage trade of London. On the outbreak of the Great War Mr. A. G. Scammell joined up, and after serving throughout the War with great distinction, returned to business as Lt.-Colonel, with the Distinguished Service Order medal to his credit. Mr. A. H. Scammell was left to carry on a business of very great importance to the nation in war time, and this business was kept working night and day on war work. As a result when the War finished Mr. Scammell collapsed through overstrain and was invalided to Bournemouth in 1920. Given three months to live, he decided not to give in and eventually recovered sufficiently by 1922 to take up business again, but with the proviso by his doctors that he should not ever contemplate returning to work in London.

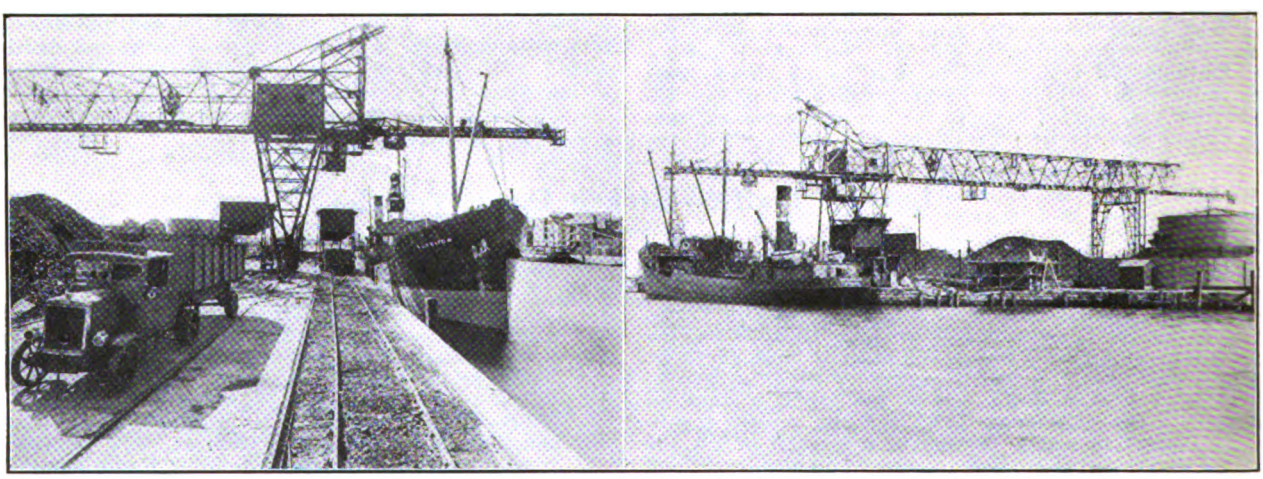
A SNAPSHOT OF MR. A. H. SCAMMELL, MANAGING DIRECTOR.

Tiring of doing nothing he asked his firm—Scammell Lorries, Ltd.—to send down a six-wheel vehicle, this type then being in its infancy. They did this, but at the same time expressed the view that they did not consider much could be done with a 10-12 ton vehicle in the Bournemouth area, this being practically entirely a pleasure resort. Mr. Scammell succeeded in selling one or two of these vehicles to progressive firms, who recognised their value, but he generally found the vehicle ridiculed as a freak with no future. Knowing its true commercial value Mr. Scammell was determined to go ahead somehow and he therefore formed The Southern Roadways, Ltd., with a small capital to operate transport in connection with West Shore Wharf at Poole, Dorset, which at that time utilised some three lorries for its transport work. At the same time he concluded negotiations which eventually led to his company taking over a wharf.

MR. J. A. BRIGHT, GENERAL MANAGER.

At this time (1925) the fleet consisted of 4 Scammells and 2 Thornycrofts, and the tonnage handled for the wharf amounted to about 6,000 tons per annum. To-day the company has branches in London, Birmingham, Manchester, and Liverpool, and is operating a fleet consisting of 27 8-wheeled 18/20 ton Scammells; 10 6-wheeled 12 ton Scammells; 1 pneumatic tyred 10/12 ton Scammell; 2 6/7 ton 4-wheel Scammells (new type); 3 6/7 ton Leylands; 6 4-ton Albions; 1 30 cwt. Albion; 1 30 cwt. Morris; 3 Mercedes-Benz fuel oil lorries; 1 Associated Daimler; and 1 Manchester lorry.

In addition the company have acquired large additional wharves and erected an Arrol-Temperly transporter together with equipment for the rapid handling of bulk coal at a cost of approximately £20,000.



TWO VIEWS OF HAMWORTHY WHARF SHOWING ARROL-TEMPERLY TRANSPORTER.

The Company also have erected large capacity stores for the storing and handling of store goods, and to-day the tonnage handled over the wharves alone of all commodities, such as bulk coal, granite, flour, sugar, cement, artificial manures, etc., amounts to approximately 150,000 tons a year, as against approximately 6,000 tons five to six years ago.

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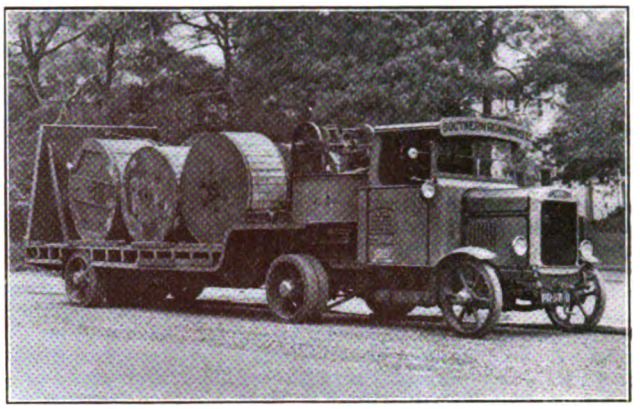
During the past few months the Company have taken over and organised all the Transport in connection with Mr. Ernest Debenham's magnificent new milk factory at Milborn St. Andrew, Dorset, where it is anticipated that, in the near future, 20,000 gallons a day will have to be dealt with inwards and outwards.

A SCAMMELL 15-TON HYDRAULIC TIPPER.



A SCAMMELL 8-WHEELED CABLE CARRIER.

The Company has also undertaken all transport in connection with Mr. Debenham's very large Agricultural Estate which runs to about 14,000 acres.

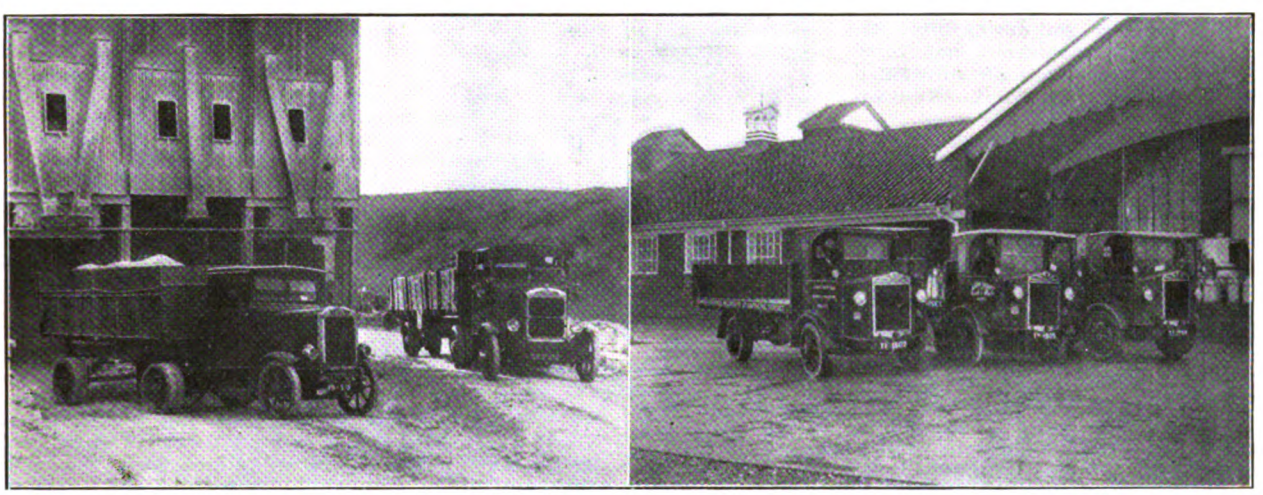
In connection with this development, Mr. Ernest Debenham himself, and his son, Mr. Piers Debenham, have joined the Board of Directors of "Southern Roadways."

It should be mentioned also that some few years ago Mr. A. H. Scammell exploited the Transport possibilities of the well-known Purbeck Stone area, with the result that he formed another Company known as "Worth Quarries, Ltd.," which developed a lime stone quarry on The Quarry Company are also about to enter on a large scale into the lime business, again relying on road transport, as there is no rail at the Quarry.

During the last few months Southern Roadways, Ltd., have taken over the control of Messrs. Hack & Co.'s business at Liverpool, and have effected a fusion with the "Mayhew Transport Company," in which connection Col. Mayhew joins the Board of Directors.

In spite of adverse trade conditions, they still find their trade rapidly increasing owing to the service they have given, and although it takes approximately 1,000 tons a day to load their fleet, they still have to employ a large number of sub-contractors to help them with their ever-expanding business.

Mr. Bright, the General Manager, who is now also a Director, seeing the possibilities of the Scammell vehicle, associated himself with Mr. Scammell at the inception of the Company, and it is largely due to his initiative and energy that the company now controls one of the most important transport fleets in the country with branches at Poole, London, Birmingham, Manchester, and Liverpool.



LEFT: A SCAMMELL 12-TON TIPPER AND AN 18-20-TON GENERAL SERVICE 8-WHEELER DRAWING AWAY FROM THE STONE CRUSHING PLANT AT WORTH QUARRIES. RIGHT: THREE OF THE FLEET OF ALBION MILK LORRIES AT MR. DEBENHAM'S BLADEN MILK FACTORY.

most up-to-date lines, and from which now approximately 25,000 tons per annum are produced, all of which has to be transported by lorry, mostly by heavy Scammells.

Shire Horse Society.

A MEETING of the Council of the Shire Horse Society was held at 12, Hanover Square, London, W.1, on April 8th.

In accordance with elections made by the Members at the Annual General Meeting at the Show, Mr. David Davies was formally installed as President of the Society, and Mr. N. W. Smith Carington, M.P., as President-Elect, i.e., President in 1931.

Mr. S. E. Thompson was elected as a Steward of the London Show for the ensuing three years, and Messrs. Sexton, Grimwade & Beck were re-elected official Auctioneers to the Society. Mr. B. J. Dare, Mr. Richard Forshaw, Mr. Arthur Smiles and Mr. Herby Ward were elected as Shire Judges at the London Cart Horse Parade, and Mr. H. W. Bishop and Mr. Norman R. Lloyd will represent the Society at the Liverpool May Parade of Horses.

It was reported that the Committee had every reason to be highly satisfied with the fifty-first Show held in February last. Every cog in the wheel of organisation worked smoothly, while as an exhibition of a particular breed of live stock it would be difficult to surpass. With the reducing number of entries only the best found their way to the London Show, which is now regarded as the "acid test" of an animal. Nowadays almost every exhibit was worthy of recognition by the Judges, and, indeed, very few were passed over.

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Metropolitan and Home Counties Road Transport Contractors' Association.

Annual Dinner.

TWENTY-ONE years ago there met together at Hampstead a handful of earnest men who realised, even in those days, the urgent need for association and co-operation in the transport trade, and there and then they founded the Metropolitan and Home Counties Road Transport Contractors' Association, a body that has assisted in guiding the industry through many critical periods, and in the process has grown strong and influential. To-day its advice is sought by Government Departments when matters affecting the industry are under consideration.

The Annual Dinner and Dance of the Association was held at the Restaurant Frascati on 19th March last.

Mr. J. H. Turner, the President of the Association, presided, and in the course of his speech, which was retrospective and prospective, announced his retirement from the leadership of the Association. For some fourteen years Mr. Turner has occupied the Presidency and it is difficult to visualise such a happy function as the Annual Dinner of the Association minus his genial presence in the chair. We do not know whether Mr. Turner's decision is irrevocable, but we do know that our hope is shared by every member of the Association and it is that Mr. Turner will still feel able to lead the Association, particularly in view of the important matters affecting the industry immediately facing it.

The guests were received by Mr. and Mrs. J. H. Turner, and during the evening each lady was given a handsome souvenir of this festive night, presented with the compliments of the Association.

Mr. E. W. Willis, Editor of *The World's Carriers*, proposing the toast of "The Association," said he felt it to be a great honour to be entrusted with the task, because for some twelve years he had been in intimate touch with them and knew what useful work the Association had done.

Whilst a great deal depended upon the head of an Association, yet every member had the urgent duty to do his utmost by loyalty, enthusiasm, and by using every ounce of his ability to help forward the cause for which the Association stood. (Applause.)

MR. J. H. TURNER, PRESIDENT.

Some might feel that things were going too slow, that they were not getting a move on, and so were apt to get impatient and say "I am not going to have any more of this, let us get out and have nothing to do with it," yet when they did that they always found they were left behind. It was their duty, to whatever Association they belonged, to stay with it and to use their whole influence to push it along.

The present were critical times. He did not think there ever was a time when it was so necessary for all to pull together. (Applause). To-day road transport was faced with very great questions. The Road Traffic Bill was passing through the House of Commons and it would no doubt place upon them burdens difficult to bear. There was, in addition, the prospect of the Government introducing a Bill to restrict very drastically the hours of labour. The Association, of course, had these matters under consideration, but they were points that should be well in front of every member of the trade, because it seemed that slowly yet surely fetters were being fastened upon industry which would make it more and more difficult for them to carry on their work.

Under such conditions their Association had to do its work and it was necessary that it should carry every ounce of influence when presenting its case to those in authority and to Parliament, and that was where such a man as their President, occupying the important position he did in trade, having so great a knowledge of the industry and being looked upon with so much respect and honour by those in high authority, could do so much to help and to guide in such very difficult times. (Loud applause.)

As its President, Mr. Turner added lustre to the Association. (Applause.)

Mr. J. H. Turner was enthusiastically received when he rose to reply.

He said it was twenty-one years since those grand old originals met at Jack Straw's Castle and formed the Association, and nearly all those who were present on that occasion were with them that evening. (Applause.)

TWENTY-ONE YEARS OF WORK.

In 1911 there was the great dock strike, and that was the first occasion the Association was called upon to exercise its influence for good. He thought that at that time there was something to be said for the grievances nursed by the workers against what they contended was the unfair exploitation of their labours, and the Association had the opportunity then, with others, of starting the trade in the right direction by putting their men on a proper basis with regard to wages.

In May, 1912, another endeavour was made to call a strike. That was destined to be a failure because the men's action was neither right nor necessary, but the employers became more determined to do the best they could at all times for their men.

The members of the Association got together to see what could be done to lift up the industry and to give it greater prestige. They were fairly successful, and then came the 4th August, 1914, bringing difficulties of a very serious character, and the years 1916, 1917 and 1918 proved to be the darkest days not only for their own Association but for the whole of civilization. But their motto was the same as that for the whole of the British Empire, "Carry on," and they did so to the best of their ability, and whatever sunshine they found during those days they took care not to turn their backs upon it in order to grumble at the shadows. During those years the Association saw to it that they did all they possibly could to assist the country.

Then came the joyful news of the armistice, and the next thing they found was that they must again organise with the same goodwill to win the peace.

Their Association was called upon for many strenuous efforts during the next year or two and it was found necessary to call many meetings and to conduct intricate negotiations.

He was happy to recall that throughout the 21 years there had not been a stoppage in the road transport industry particularly as far as London and the Home Counties was concerned. (Applause.) That proved at least that they had always done the right thing at the right time and in the right spirit in regard to those upon whom they depended to carry out their orders and their instructions. (Applause.)

They were faced with another serious crisis in 1926. They had been passing through a very difficult period and it culminated in the great strike of that year. Again the Association played its part and did what was right and proper to see that our great country and Empire did not fall into the hands of those who were ever willing to take but gave nothing.

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They could look back with pride and satisfaction to the work they had done, and remember with gratitude those who started the Association in 1909.

About the years 1927 and 1928 they found the dice somewhat loaded against them in the form of the Railways Road Transport Bill. Again they put their shoulders to their wheel and did their best to see that the industry was not too badly injured, but they were not strong enough to stay the flowing tide. Now they found themselves severely taxed in order that some things might be made possible for others at the expense of their industry.

Difficulties Ahead.

That night he was presiding over them as their President for the last time. They had before them the Road Traffic Bill which was going to present very great difficulties to the road transport industry as a whole. Coupled with that, and probably coming into force at about the same time, would be a measure based on the Washington Convention making statutory an 8 hour day—48 hour week. Unless industry in this country was to be seriously hampered and handicapped it would not be possible for the road transport industry to comply with those hours at all times, and he knew of nothing that could be more destructive to industry than an enactment of that nature. Having regard to conditions on the road it was impossible for the transport industry to function under such regulations if it was to give the best possible service to industry as a whole.

Whatever had been the vicissitudes of the last 21 years he could assure them that there was greater need to-day than there ever was for organisation, co-operation and an intelligent interest in the trade to which they belonged, and above all for goodwill each towards the other. (Applause.) He hoped that whoever would be their President in the future that the members would give him the same loyal help that they had at all times extended to himself during the 13 or 14 years he had been their President. No one could enter into negotiations either with the Government or with trade union officials with his hands tied. He must have the goodwill and confidence of members.

He would like to say how much the Association appreciated what Mr. Willis, through the medium of his journal *The World's Carriers*, had done for the industry, and he hoped he would continue that work in the same fearless way that had been his custom for many years.

He sincerely thanked Mr. Bailey and his staff for the great work they had done on behalf of the Association. Mr. Bailey was a very busy man, and fortunately was also the Secretary of the London Cartage and Haulage Contractors' Association as well as of the National Road Transport Employers' Federation, and the Metropolitan Association were very fortunate to have his guidance. In the difficult times ahead he was sure Mr. Bailey would play his part, as he had always done, to see that the members of the Association were protected.

Joint Industrial Councils.

Some years ago it was agreed that the proper solution of labour difficulties would be found by the efforts of a Joint Industrial Council, provided that the Council had statutory powers to give effect to its findings. Unfortunately, their own Joint Industrial Council was doomed to failure because the Government gave them no power to enforce their findings on the whole of the industry. Mr. Bailey fought many battles in that connection and it seemed that in the not far distant future he would be called upon for still greater efforts.

He thanked the members of the Council for the support they had so loyally and ungrudgingly accorded to him. He trusted that the Association would go on prospering and anything he could do to assist whoever might be their President he would most loyally do, and he would promise him every encouragement and support.

London Traffic Committee.

At the present time he had a very busy task as a member of the London and Home Counties Traffic Advisory Committee, and he would remind them that although that Committee had advised many regulations during the years he had been sitting on that body, there had not been made a regulation dealing with street traffic that had not excluded, and purposely excluded, all demolition, excavation and constructional building work. (Applause.)

Unilateral Traffic System.

But there would be fresh regulations coming along in the near future. There would, no doubt, be an order made bringing into operation what would be known as the unilateral traffic system which would affect carriers delivering or collecting goods in certain areas in London as they would only be allowed, in certain scheduled streets, to deliver and collect on one side of the street on Monday, Wednesday and Friday and on the other side of the street on Tuesday, Thursday and Saturday between the hours of 11 a.m. and 7 p.m. He thought the regulations would be limited entirely to streets that did not have room for more than three lines of traffic, and it would be done to see whether the traffic could not operate with greater fluidity than was the case at the present time. It was nothing to be alarmed about. It would be an order that would put money into the pockets of members of their own and other organisations in London because it would speed up their traffic.

Once more he thanked everyone for what they had done for the Association. He trusted they would continue their support and would see to it that the Association progressed and extended its influence, and that it would prove not only to the members but to the community as a whole a great boon and blessing. (Loud applause.)

Mr. E. Griffith Price, a past president of the Association, said that if Mr. Turner really meant that that was the last occasion upon which he would preside over them as their President, he felt that one of the "old brigade" should tell him how much they all appreciated the work he had done in the interests of the trade. (Loud applause.) He sincerely hoped that Mr. Turner would reconsider his decision to resign and he (the speaker) would be one of the first to applaud should their President decide to carry on. If, however, pressure of work prevented Mr. Turner from so doing, he knew he would be only too happy to assist the gentleman who took over the position. They wanted Mr. Turner to feel how much they all appreciated the work he had done for the Association in the past. (Applause.)

Mr. J. H. Turner thanked Mr. Price for his kind remarks and said that he did appreciate all that he had said.

The President proposed the toast of "Our Guests" and extended to all a very hearty welcome.

He said he hoped that the ladies would appreciate the little souvenirs that had been presented to them which had been selected by his wife, who still played an important part in the life of the Association and did a very great deal for it. (Applause.)

Expressing the hope that the ladies present would honour the Association with their company on a future occasion, Mr. Turner said that women to-day were playing an important part in the life of the country and would play a still greater part at the next election, as he thought that they were beginning to realise what a disastrous effect the system of doles was having upon the country. He believed it would be found that people would rather have their loaf of bread at double the price and know that they had earned it than that they should be receiving the dole. (Applause.)

Mrs. Spears, who replied for the ladies, was very cordially received.

She said that there was nothing very strenuous about her task, and it was very different from that undertaken by some women who spoke for their sex during the struggles that took place in the early days of the movement for women's enfranchisement, memories of which had been revived and illustrated in the daily press quite recently. (Laughter.) Those pictures reminded them that statesmen and policemen had their difficulties and problems then as now. No statesman was allowed to forget the woman question in those days. We had travelled a long way since then and no statesman needed reminding now what women had done and could and would do again if necessary. The war years gave women their opportunity and they had proved themselves. (Applause.) Her little sketch of the past and present prompted her to sum up her remarks in two words which were the motto of one of the London Boroughs—Respice, to look back, Prospice, to look forward. It had been the good fortune of the ladies to enjoy many banquets of the Association upon which they looked back with pleasure. They treasured their souvenirs so thoughtfully chosen again by Mrs. J. H. Turner. They offered their thanks to the Committee for such a happy evening, and they thanked also those husbands, brothers and others who had brought them that night and, looking forward, they hoped to be brought again next year. (Applause.)

Mr. Fred Lewis, who also responded, gave the company a most interesting account of a fifteen months tour round the world from which he has just returned.

The speeches were interspersed with musical items, rendered by Miss Betsy de la Porte, Miss Julia Larkins and Mr. Kit Keen.

The dance following the banquet was much enjoyed. Mr. Arthur Crudge's Orchestra provided the music.

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The Worshipful Company of Carmen.

Livery Dinner.

"If anybody will find the money I will find the solution of the traffic problem," was a promise made by Mr. Ben Smith, M.P., Treasurer of the Household, at the Livery Dinner of the Worshipful Company of Carmen, at Carpenters' Hall on Friday March 14th last. "It is money that is wanted," went on Mr. Smith, "not ideas."

He referred to the roundabout scheme for the City, which had been objected to not for traffic reasons but on business grounds, and said that the scheme ought to have its way. The City had made its contribution to the relief of traffic congestion, but that great problem remained with us.

Transport filled a very important position in our society. "Our traffic to-day is a chaos," he went on. "It need not be so. Given goodwill between the motorists, pedestrians and those who use the road for a living, I think we could find a solution. But while we are going for each other we shall not do it." He referred to the days when he had "more dinner times than dinners," and spoke of the spirit of hospitality which allowed people of different political beliefs to meet as good friends.

Sir George Hume, J.P., proposed the toast of the Lord Mayor, Sheriffs and Corporation of London; the Lord Mayor (Sir William Waterlow), who was acompanied by the Sheriffs, replying. Sir George said that in the presence of men so closely interested in traffic he spoke with some anxiety. "We politicians," he continued, "should come before you in sackcloth and ashes. You try to get about the place and we do nothing to help you. We talk about it. We make proposals, but the best of schemes are not carried through because of political difficulties. I do not know whether this Company can produce a Mussolini, a strong man for whom the people cry out. I have hopes of Mr. Ben Smith. He knows the inside and outside of the subject. The problem is an exceedingly difficult one because of the atmosphere in which it has to be handled. Like the questions of industry and commerce it should be taken out from the sphere of party politics. Get down to the subject and see whether the City and the County of London cannot be freed from the congestion which now exists, and which threatens to become worse."

SIR PERCY VINCENT, KT., J.P., C.C.
MASTER.

The Lord Mayor spoke of the happy relations between the Corporation and the London County Council. He knew, said his Lordship, that there were still a number of members of the Carmen's Company who carried on the trade connected with the Guild, and did so in the City. Unfortunately, he supposed, such men were growing fewer. "Being one of those who still drive horses about the City, I take an interest in the other men of the City who are interested in horses. I should be very sorry when horses are excluded from the City. When we come to talk about traffic we are on very dangerous ground. I hope the Lord Mayor and the Sheriffs will still be allowed to handicap the traffic when they go abroad."

Mr. W. Austin Balls, Master of the Bakers' Company and a member of the Court of Assistants of the Carmen's Company, gave "The Guests," to which Sir John Pakeman, C.C., and Mr. Ben Smith jointly responded. Mr. Austin Balls said that the hospitality of that Company, like that of the other City Guilds, was the finest of the English hospitality on which we prided ourselves.

Sir John Pakeman congratulated the Company on its selection of guests, and complimented it on a most enjoyable function. The Labour Party meant well, and if it depended on Mr. Smith it would do well. Sir John spoke of the speculative and adventuresome spirit of London merchants which had helped in large measure to build our Empire, and urged the need of not "resting on the oars."

Sir Ernest Wild, K.C., the Recorder of London, submitted the toast of the Company, in the customary words —"Root and Branch may it continue and flourish for ever." He remarked that the Carmen's and Coachmakers' Companies were established when mechanical contrivances replaced to some extent the human feet. Since the early days of vehicular traffic the pedestrian had been regarded as a worm upon the earth, the only trouble being that the worm would so often turn. Ever since the days of Henry VIII the Carmen's Company had pursued the uneven tenor of its way, and he was pleased that at the present time it was on the upgrade. In talking of the speed limit they might think of the Master of the Company, Alderman Sir Percy Vincent, J.P., and what he had accomplished during his eight years of civic work. He was delighted that in a few years' time Sir Percy was assured of filling the office of Lord Mayor.

In replying to the toast, Sir Percy Vincent, who, as Master, occupied the Chair, thanked the Carpenters' Company for the use of the Hall, and said that the Carmen's Company at one time had a hall of its own, in Harp Lane. Mentioning that the Company received the Livery in 1838, the Chairman recalled that last year the Livery was extended from 100 to 150. He had an idea that a further extension to 200 would have to be requested from the Court of Aldermen of the City. The fact that there had been 44 new members during the year indicated that it was a live Company. Although theirs was not one of the "big twelve" Livery Companies, it was going to be a force in the future.

The Master proposed the health of the Clerk, Mr. J. Woodman-Smith, B.A. the successor to Mr. Under-Sheriff Capper, who died some months ago, after over 30 years in the position.

Mr. Woodman-Smith remarked that under the Charter granted by Henry VIII the Clerk's duties were many and arduous. It was his duty to see that the members did not exceed the maximum charge of 4d. for loads carried within the city walls! If, however, a load was carried outside the walls, the charge might be 5d.! The Company had to carry without charge the King's ales and wines. The Clerk had to test wines and cigars before they were placed before the Court of Assistants at its quarterly luncheon. He was very fortunate, concluded Mr. Woodman-Smith, in taking office under such a charter.

The Master was supported by the immediate Past Master, Mr. G. T. Hedge, O.B.E.; Mr. G. H. Lloyd, Senior Warden and Past Master; Mr. E. E. Coxhead, Junior Warden; Mr. H. A. Easton, C.C., Past Master; others present in addition to those already referred to included Sir Henry Jackson, Sir Henry Maybury, Mr. George Lavington, C.C., a Past Master, and Mr. H. A. Jager, a Past Master.

A very excellent musical programme added to the enjoyment of the evening and the entire company joined in community singing during the passing of the loving cup.

Nottingham Chamber of Commerce Transport Department. — The regular services run by the Nottingham Chamber of Commerce Transport Department have now been extended to deliveries to the following towns in South Wales:—Aberdare, Abergavenny, Barry, Blaenavon, Bridgend, Caerphilly, Cardiff, Chepstow, Llanelly, Merthyr, Monmouth, Mountain Ash, Neath, Nelson, Newport (Mon.), New Tredegar, Pontypool, Pontypridd, Port Talbot and Aberavon, Porthcawl, Rhymney, Swansea and district, Tonypandy, Tredegar.

Tyre Sales Champions.—The Quota Cup presented by Sir Charles Higham to the Dunlop organisation for the best regional sales has been won for 1929 by the West Midland Region and presented to Mr. Arthur Smith, the Regional Sales Manager, by Mr. H. L. Kenward, Sales Manager at Fort Dunlop. In handing over the trophy, Mr. Kenward said that the success of the West Midland Region was particularly noteworthy in view of the fact that they were operating in the heart of competitive activity.

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Commercial Motor Users' Association.

Annual Meeting.

The Annual Meeting of the Commercial Motor Users' Association was held on Wednesday, April 2nd, at the Royal Automobile Club, Mr. George Monro presiding. Supporting him were Mr. C. le M. Gosselin, President-elect, Major-General S. S. Long, C.B., and Mr. E. W. Rudd, Hon. Treasurer.

The President briefly reported on the work of the Association during the past year and mentioned a few outstanding features—the twenty-fifth annual banquet and the luncheon next day, with the presentation to Mr. E. S. Shrapnell Smith, the General Election Statement issued to all the candidates, the Road Traffic Bill—a bill which had undoubted benefits in it, but also some very serious points for the members of their Association as road users. Clause 19 was the most vital clause of the Bill as far as they were concerned. The Bridges Act was being carried out with good results, and would have great benefits for their members in enabling the passing of goods from one part of the country to another. Local crossings were a great deterrent to the free passing of their vehicles. They had maintained their touch with all Government Departments, and the standing of the Association had, if possible, improved. Government Departments recognised that they represented road transport, and they valued the advice which the Association gave them.

The report and Treasurer's account were adopted unanimously.

The Secretary (Mr. F. G. Bristow) then spoke briefly on various points of the Road Traffic Bill.

MR. C. LE M. GOSSELIN, PRESIDENT.

The New President.

The Chairman then proposed the election of Mr. C. le M. Gosselin as President for the ensuing year. He had been President-elect for the past twelve months and he had worked with him in perfect harmony. He had a very great knowledge of the industry and had been a member of the National Council for twenty-five years. The proposal having been seconded, Mr. Gosselin was elected unanimously and briefly replied expressing his thanks for the great honour.

Mr. Monro then placed the badge of office on his successor who took the chair.

A resolution of hearty thanks was accorded to Mr. Monro for his services as President.

President-Elect.

On the proposal of Alderman W. H. Wort, seconded by Mr. J. H. Stirk, Major-General S. S. Long, C.B., was elected President-elect. General Long briefly thanked the members.

The Vice-Presidents and members of the Council were re-elected en bloc.

* * * *

Mr. C. le M. Gosselin, the new President of the Commercial Motor Users' Association, is a pioneer in road haulage, and his wide experience will be of the greatest value to the Association during the coming twelve months, as it has been throughout the many years in which he has taken an active part in its work. Mr. Gosselin is the Chairman and Managing Director of H. Viney and Co., Ltd., Motor Transport Engineers and Forwarding Agents, whose headquarters are at Preston, with branches at Manchester and Liverpool. Born in Guernsey in 1876, Mr. Gosselin was educated at Cheltenham College and Dover College, proceeding to University College, London, where he took the three years' Engineering Course, obtaining the diploma conferred by the College. His association with the firm of H. Viney & Co., Ltd., goes back to 1906 when he became a Director, and two years later he was appointed Chairman and Managing Director of the Company. Mr. Gosselin acted as Transport Officer of the 1st Volunteer Battalion, Loyal North Lancashire Regiment during the War with the rank of Lieutenant, and he was also Assistant Commissioner for Transport at the North-West Divisional Office, Ministry of Food, and served on the North-Western Divisional Road Board as its representative. Mr. Gosselin is also Chairman and Managing Director of Lancashire Petrol Deliveries, Ltd., a company engaged in the bulk transport of petrol and oil. He is a Foundation Member and Member of Council of the Institute of Transport, and Chairman of the Manchester, Liverpool & District Section of the Institute; he is a member of the Institution of Automobile Engineers, and is Deputy Chairman of the Preston Chamber of Commerce. In 1927 he was awarded the Road Transport (Goods) Gold Medal of the Institute of Transport for his paper "A Survey of Road Transport" read during the 1926 Session. Mr. Gosselin is a strong advocate of the development of road transport, which he has done so much to encourage and which has formed his life interest in business, but although holding strong views he is popular in all transport circles, and his opinions are received with the consideration and respect which they deserve.

Institute of Transport.

The following gentlemen have recently been elected to Membership of the Institute of Transport:—

Members.

Cumming, David	Director, Railway and Tramway Institute, New South Wales.
Davidson, Robert	General Manager, Leeds and Liverpool Canal Company.
Debenham, Arthur John	Engineer in Chief, Sydney Harbour Trust, New South Wales.
Fitzpayne, Fred Andrew	Transport Manager, Edinburgh Corporation.
Taylor, Ernest	Chief Accountant, London, Midland and Scottish Railway.

Associate Members.

Bickford, Charles Reginald	Principal Assistant Engineer, Sydney Harbour Trust, New South Wales.
Burton, Harold Lister	Aire and Calder Navigation (Leeds).
Davies, Joseph Edward	Secretary, Commercial Motor Users' Association, New South Wales.
Denniss, Albert George	Traffic Officer, Railway Commissioners' Office, New South Wales Government Railways.
Fitzpatrick, Leo John	Assistant District Superintendent, New South Wales Government Railways.
Hirst, George Walter Cansdell	Chief Mechanical Engineer's Office, New South Wales Government Railways.
Hussey, George Sherriff, M.C.	Assistant to Vice-President, London, Midland and Scottish Railway.
Lowe, Harry Gordon	London and North Eastern Railway (Darlington).
Parker, George Edward	Southern Railway (London).
Salter, John Edwin Francis	South African Railways and Harbours (Johannesburg).

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Institution of Engineers-in-Charge.

30th Annual Dinner.

Mr. H. G. Burford, M.I.Mech.E., M.I.A.E., President of the Institution, presided at the Annual Dinner held at the Holborn Restaurant on Friday, April 4th. He was supported by Mr. T. Cooper, M.Inst.C.E., Past President, and the following Vice-Presidents:—Messrs. Asa Binns, M.Inst.C.E. (Port of London Authority); E. A. Sandford Fawcett, C.B., M.Inst.C.E. (Ministry of Health); H. E. Stilgoe, M.Inst.C.E. (Metropolitan Water Board), and Lieut.-Col. J. P. K. Restler, O.B.E., M.Inst.C.E., M.I.Mech.E., M.I.E.E.; Mr. G. A. Hughes, Chairman of the Institution was Vice-Chairman. Amongst the guests were Sir Henry Maybury, G.B.E., K.C.M.G., C.B., Col. Sir A. R. Holbrook, K.B.E., M.P., Air Vice-Marshal Sir Vyell Vyvyan, K.C.B., D.S.O. (Vice-President, Royal Aeronautical Society), Mr. A. E. L. Chorlton, C.B.E., M.Inst.C.E. (Vice-President, Institution of Mechanical Engineers), Brig.-General Magnus Mowat, C.B.E. (Secretary, Institution of Mechanical Engineers), Mr. F. C. A. Coventry, M.I.A.E. (Superintendent, Road Transport, G.W. Railway).

The Institution.

Mr. A. E. L. Chorlton, in proposing this toast, said the Institution was composed of practical engineers and they were not appreciated as they deserved. Engineers ought to obtain better recognition than they got. They must devise means to bring about the same recognition that other professions had secured. To obtain this they must combine with other bodies. They had got to get together.

The President, in replying, said they had tried to raise the status of the engineer. That was what he had been trying to do all his life. There must be organisation and co-operation amongst engineers. Fellowship was one of the great assets of life.

During his two years as President of the Institution he had learned what co-operation and organisation meant, through his work with the Secretary. The increase in membership had been considerable during the past year. There had been many other applications, but the standard had been kept very high. The position was that the Institution was in a better state than ever before. He appealed to the younger men to work and to bring their influence to bear so that the Institution might go from strength to strength.

Engineering.

The toast of Engineering and its application to Health and Progress was proposed by Sir Henry Maybury. The thirtieth dinner synchronised with the passing of the great Act of Parliament, the Local Government Act. He could recall a good many changes in Local Government. He found that things worked out reasonably well and that in practice the changes did not do much harm even if they did little good.

He considered that as engineers they took too much for granted. They had the great responsibility and then others walked away with the great rewards of office. The engineers in this country are strong only if they pull together to get that recognition which they so well deserved. Consider what great strides had been made in engineering in the present century.

Mr. Sandford Fawcett responded and said that speaking as an engineer he had the very highest respect for the engineers-in-charge.

The toast of "Our Guests and Friends" was proposed by Mr. Asa Binns and replied to by Sir Arthur Holbrook, M.P.

The toast of "Our President" was proposed by Mr. G. A. Hughes (Chairman of the Institution) and briefly acknowledged by Mr. Burford. The great work of the Hon. Secretary, Capt. A. E. Penn, was emphasised during the evening and particularly by the President, who drew attention to the fact that they would have to consider the appointment of a whole time secretary as it was quite impossible for an honorary secretary to continue to give the time which Capt. Penn had given so generously.

Round the Lancashire Associations.

S.E. Lancs. C.M.U.A.—At the Annual Meeting of the Commercial Motor Users' Association (S.E. Lancs.), held at Radcliffe, the following area committee was elected:—Messrs. J. R. Etheridge (Radcliffe); J. Jagger (Oldham); W. Patton (Bury); W. Mitchell (Heywood); J. Grindrod (Rochdale); J. Meeks (Rochdale); S. Kay (Middleton); V. L. Morton (Mossley); G. W. Leggott (Manchester); H. Burrill (Littleborough); and Councillor W. Farnorth (Middleton).

Amalgamated Horse and Motor Owners' Association.—At the Annual Meeting of the Amalgamated Horse and Motor Owners' Association the following officers were elected for the ensuing year:—President, Mr. Charles Lissett (Oldham); Vice-Presidents, Messrs. T. G. Cousins (Rochdale), J. Walker (Radcliffe), J. Bramall (Hyde), G. W. Leggott (Clayton, Manchester), S. Kay (Middleton), and Councillor J. Eastham (Bury). Trustees, Messrs. G. W. Leggott (Clayton), J. G. Thompson (Shaw), and I. Smith (Hollinwood). Committee, Messrs. S. Berry (Leigh), T. Raynor (Farnworth), J. Clegg (Radcliffe), W. Gee (Bury), A. Oldfield (Rochdale), H. Humphreys (Manchester), W. R. Butterworth (Oldham), M. C. Wilson (Oldham), W. Mitchell (Heywood), Councillor W. Farnorth (Middleton). The newly elected General Council at its first meeting elected Mr. T. G. Cousins to fill the office of Chairman; Mr. J. Walker and Councillor W. Farnorth, Vice-Chairmen; and Mr. J. G. Thompson, Treasurer. The Secretary, Mr. J. Howarth, reported to the meeting that as the result of negotiations, the clause in the Rochdale Corporation Bill seeking powers to run special motor omnibuses without any limit to distance, had been withdrawn. Next year will be the twenty-first anniversary of the formation of the Association, and the question was raised as to what steps should be taken to celebrate the event. It was decided to seek the views of the next quarterly conference. Five new members were elected.

Liverpool C.M.U.A. New Officers.—At the meeting of the General Committee of the Commercial Motor Users' Association (Liverpool Area) on 13th March, Mr. A. C. Bloomer (Joseph Crosfield & Sons, Ltd., Warrington) was unanimously elected Chairman for the ensuing year, and Mr. J. T. Mount (Thos. Wilson), Vice-Chairman. Mr. F. G. Birch (Tate & Lyle, Ltd.) was re-appointed Hon. Treasurer and Mr. R. W. G. Barnett (Liverpool Cartage Co., Ltd.), representative of the Association on the Liverpool Chamber of Commerce. The Traffic and Motor Parade, Emergency, and Rates Committees were also appointed. The desirability of having increased the weights allowed on the floating bridges at Liverpool and Birkenhead was discussed. It is understood, however, nothing can be done in this matter because 18 tons is considered by the authorities to be the safe limit for motor lorries and trailers passing over the bridges named.

Short Cart and Motor Owners.—Under the auspices of the Liverpool and District Short Cart and Motor Owners' Association, a Whist Drive was held in Reeces Cafe, Dale Street, Liverpool, on 19th March. The prizes were distributed by Mr. C. W. Harvey, the Chairman. The Entertainments Committee responsible for the organisation of the function comprised Messrs. H. Carruthers, J. Mason, J. Rowberry, and F. S. Jones.

New London Service Depot.—We are informed by the "Sentinel" Waggon Works, Ltd., of Shrewsbury, that owing to the ever increasing number of "Sentinel" Steam Waggons in the London area, they have found it necessary to build new and more commodious premises, to enable them to deal with service and overhauls, at North Acton. The old depot in Fernhead Road, Paddington, will therefore be closed on Thursday, the 17th April, and business will be resumed on Wednesday, the 23rd April, at the new depot, which is situated in Minerva Road on the Chase Estate, Acton, N.W.10.

Licences Granted.—The Licensing Committee of the Blyth Corporation has granted the application from Messrs. T. Allen and Sons, to run a half-hourly service to Newcastle.

Steam Vehicles in Blackwall and Rotherhithe Tunnels.—The Public Control Committee of the London County Council reports that the bye-laws relating to Blackwall and Rotherhithe tunnels provide that persons shall not drive through the tunnels any vehicle (excepting a fire engine) emitting smoke or visible vapour so as in any manner to be a nuisance or to endanger, or to be likely to endanger, the safety, or interfere with the convenience, of any person using the tunnels. Police officers on duty in the tunnels take action against drivers in cases in which they consider the bye-laws have been infringed, and the Commissioner of Police of the Metropolis has been asked to arrange for special attention in this connection to be given to steam-driven vehicles.

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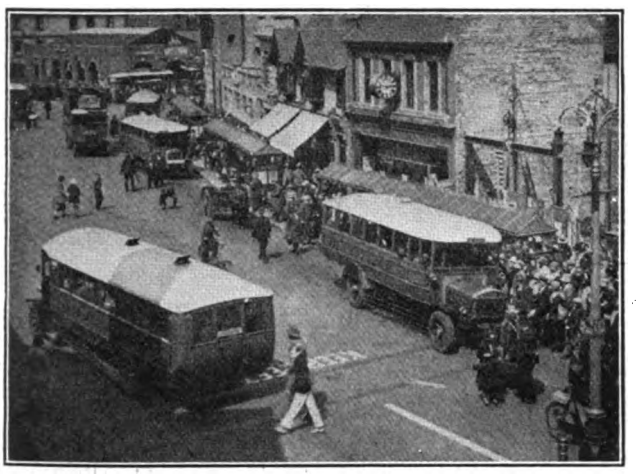
Five Hundred Departures Daily.

Worcester as a Passenger Centre.

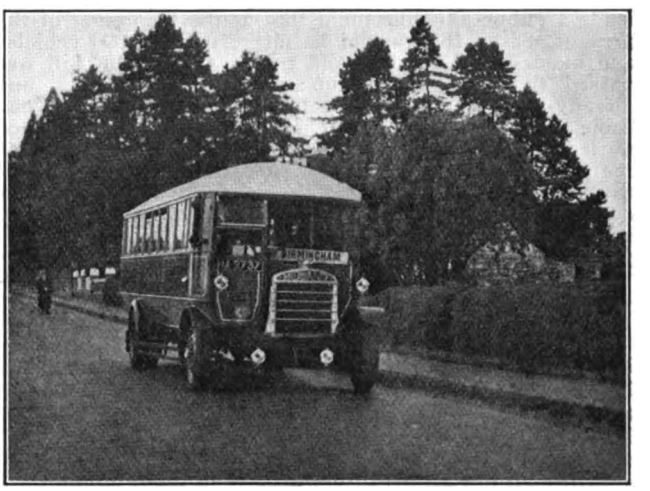
Five hundred applied to bus departures in a town of 50,000 inhabitants is a large number. But it is no exaggeration to say that throughout the greater part of the year the average number of passenger vehicles leaving Worcester daily is in that region. The number of Midland Red scheduled departures on the average is nearly 200 daily. Messrs. George Burnham, Messrs. P. Owen and Sons, and Mr. Arthur Moore between them account for 40 to 50 scheduled departures. These four firms arrange special services and trips by bus and coach which must be added. A number of other proprietors run regular services, though they issue no time-table. Among them are Mr. C. J. Marks, Mr. G. Woodward (Malvern and Cradley).

The average of the above departures is few short of five hundred. But there are others. During the season, Messrs. Bailey and Turner and Mr. F. Hall, of Silver King coaches, run daily coach trips. Then there are daily departures for London and other parts by Black and White Motorways, of Cheltenham, to Birmingham and Gloucester, by the Glider long-distance bus, and Red and White Services, of Lydney, and other long distance services to Aberystwyth, Bristol, Bournemouth, Torquay, Manchester and the North.

We have not finished even yet, for the Midland Red services are doubled at certain seasons to Birmingham and Malvern by a fifteen instead of a thirty-minute service, and the number of "scotching up" buses put on most routes during busy weeks and week-ends, makes the number stupendous. And bus traffic has shown up much more in the city since the Midland put on buses to operate the local services in place of the trams which have now been discarded.



LOADING UP SCENE AT WORCESTER.



MIDLAND "RED" VEHICLE ON THE LIMITED STOP SERVICE BETWEEN WORCESTER AND BIRMINGHAM. SNAPPED AT FERNHILL HEATH.

The question why a town with only 50,000 inhabitants should be so important in the transport world may well be asked, and the answer is not easy to give. No doubt, position has much to do with it. In railway parlance, Worcester would be described as a "junction town." It is just that for road transport. All traffic from the Birmingham area and the north of that city must pass through Worcester before branching off for the South and West. Much of the through traffic for this direction must pass through Worcester and cross the Severn there or at Gloucester. There is also a tendency for traffic in the opposite direction to converge on Worcester for the same reason.

Large numbers of people come by bus to Worcester to junction off elsewhere. The county itself has many attractions of scenery and historic interest, and being situated comparatively near to the industrial area on the North, it is a great holiday county. The river Severn, the Teme, the Avon and the Malvern Hills, and the Avon at Evesham, each have many worshippers. Worcester city is very compelling in the life of history, the Cathedral and the Porcelain Works completing a fine round of pleasure.

There are factories, too, which add to the importance of the place as a road passenger and goods transport centre, but on the top of the lot comes the fact that it is the market centre for a wide and fertile rural area. The district is renowned for its fruit and vegetable growing, and not only do growers come to market to sell these things, the eggs, pigs, sheep and cattle, but the whole countryside people for miles around flock into the city two or three days a week to spend their money. All these conditions combine to bring about a very busy transport time. The fact that Worcester is partly industrial, helps to maintain a steady volume of traffic that is absent in a purely rural market town, and the many thousands of visitors who come by bus, and people on their way to different parts of the country for holiday during the summer add greatly to the regular volume of traffic. Looking back only a few years, one notices a great change, and transport business undertakings with small beginnings have firmly established themselves in the district. All, I should say, are paying concerns, and many of them are prosperous. Fifteen years ago, there were but few buses being operated, and these were only put on in place of the old horse buses worked in conjunction with the trams to Fernhill Heath, Ombersley, Powick and Kempsey. Now every road is part of a net-work of reliable, efficient, and for the most part, rapid services which are being increased daily in the number of vehicles and routes operated, and in general convenience. The first firms to make a success of buses in the district were those private owners mentioned earlier. Mr. P. Owen was one of the first, and Burnham's and Moore's started somewhere about the same time with, of course, one vehicle each. These businesses, which are very substantial to-day, were built upon the foundation of the carrier's cart connection which all these firm's maintained long before the motor as a commercial carrier was ever seriously thought of. The owners now have their reward. They mostly hold each to his own territory, having endeavoured to consolidate and keep what they had rather than go beyond their early capital and perhaps ability to open up extensive services. When the Midland Red took over the Worcester bus services and began to open up the county with services on a large scale, these firms were not swamped; they plodded their own quiet way, displaying genuine pride in the success of their pioneer work.

They were the first to introduce the safety coach and bus into the district after the war. They have now numbered among their fleets some of the finest vehicles on the road.

The services operated were at first mostly of a Saturday and market day nature, but are now daily with many extra services at week-ends. Messrs. Burnham have headquarters at Clifton-on-Teme, which, though approached by steep hills, proved a good place in which to start a bus service. There is no town or railway station within ten miles of it. Burnham's buses have effectively put an end to the previous inaccessibilty of Clifton-on-Teme, the whole of the area being covered by their services. They connect Clifton-on-Teme, Martley, Wichenford and some other outlandish parts with Worcester, Kidderminster, etc., and Worcester with Tenbury.

At one time all vehicles belonging to this firm were garaged at Clifton, but during recent years it has been found

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advisable to garage some in Worcester so that an outward run may be made early in the morning without having to run first from Clifton. In other words the town is proving to be the best centre even for a country service.

Mr. A. Moore and Messrs. P. Owen and Sons, make their headquarters at home, Whitley and Abberley respectively, the old destination of their carrier's cart. Speaking in general terms, Mr. Moore's route extends from Stanford Bridge to Worcester and Stourport and Kidderminster, covering Stockton, Abberley, Witley, Holt, Grimley, Shrawley, Eardiston, Lindringe, Martley, and Broadheath. Some long distance services are now operated by these firms.

Abberley and Whitley are curiously enough adjoining villages, and Owen's and Moore's cover some of the same country, though mostly by different routes for at least portions of the journey. In addition, Messrs. Owens' go to Crows top and Cleobury Mortimer (Salop). The latter firm was actually the first to introduce the motor bus into Worcester.

Needless to say, the big business of the local bus world is in the hands of the Midland Red, and Worcester should be one of the plums of that firm's territory. The main route and the one that carries more traffic than probably all the others in the county put together, is that to Malvern and Birmingham, the distance being about thirty-five miles. Worcester is the centre for arrivals and departures of this traffic. Birmingham is twenty-six miles from Worcester and Malvern about nine. During the dead of winter the regular service on this road is reduced to one every forty-five minutes in each direction from Monday to Friday, otherwise it is half-hourly, and in the busy times during holiday weeks and week-ends, becomes a fifteen-minute service with "scotchers up" into the bargain. The journey between Worcester and Birmingham which used to take two hours and twenty minutes, can be done now on the expresses in about ninety minutes. The buses are greatly patronised for the whole journey and the services have now been extended to Cheltenham and Gloucester.

Blackpool Motor Coach Owners' Association.

Annual Meeting and Dinner.

Blackpool Motor Coach Owners' Association whose annual meeting was held last month, has sent a deputation to interview the Ministry of Transport respecting clauses in the Road Traffic Bill calculated to adversely affect small privately owned passenger transport undertakings.

Mr. J. W. Horsfall (of Messrs. Horsfall, Salthouse and Co.), who presided at the Annual Dinner of the Association, held at the Queens Hydro, Blackpool, said that there never was a time in the history of the motor coach industry that was more serious or fraught with possibilities than the present. In 1928 the railway companies were interested in 348 motor vehicles. There had just been made a public announcement that at the beginning of the present season they would be interested in 8,000 vehicles and hundreds of services and routes. Since the Bill was passed they had bought up services and coaches, and already they had sunk a capital of £5,000,000. Then came the Road Traffic Bill. In the past there had been no legal regulation of prices, but in the present Bill such regulation was provided for. The Ministry did not want to put it in force but desired the coach owners to fix their own prices in a proper way. The service which gave value for money and did not exploit the public would be protected from those who tried to run them off the road.

Mr. R. Marshall, of Marshall and Sons (Blackpool), Ltd., declared that Blackpool had always been a pioneer in motor coaching. The firm of which he (Mr. Marshall) was a member started to run coaches for hire in 1902, and in 1908 had a vehicle to carry 30 passengers. The motor coaches belonging to members of the Blackpool Association transferred on an average 10,000 passengers in and out of Blackpool every day during the holiday season. They could claim to be second only to the railways. In conclusion he hoped that the efforts of the early season movement would meet with every success.

The Mayor of Blackpool said the motor coach industry was only in its infancy.

New Officers.

The officials of the Blackpool and District Motor Coach Owners' Association for the ensuing year are as follows:—President, Mr. J. W. Horsfall (Horsfall, Salthouse and Co.); President-elect, Mr. E. V. Standerwick; Vice-Presidents, Councillor J. R. F. Hill, Messrs. R. W. Marshall, J. E. Taylor, J. W. Dewhurst; Hon. Treasurer, Mr. J. H. Jackson; Hon. Secretary, Mr. H. Hardman; Committee, Messrs. W. Salisbury, Butterworth, Meadows, S. Wood, Mann, Wolstenholme, A. Leavesley, Waddington, E. Taylor.

South-East Lancs. Coach Owners.

Motor Coach owners in Rochdale, Littleborough and Heywood have responded to the efforts put forward by the South-East Lancashire C.M.U.A., and the Amalgamated Horse and Motor Owners' Association to secure the recognition of a minimum price list for tours during the approaching season. Nearly all the coach owners in these districts are members of the joint organisation. Mr. J. S. Howarth, Secretary of the C.M.U.A. (S.E. Lancs.) and the A.H.M.O.A., organised meetings of coach owners in Oldham and Bury districts, but in these towns it was decided not to adopt new rates. Last season's fares will, therefore, continue to operate. In Rochdale the Corporation has consented to coach owners making use of the Town Hall square in return for the payment of a fixed weekly sum per coach. In order that each coach owner might enjoy the reasonable use of the best loading positions, a rota has been arranged. Every week during the season, Mr. Howarth will send to the Chief Constable and to the members of his organisation, a list showing positions the coaches will occupy on the stands on the following seven days. Thus each firm will enjoy equality so far as the use of the Town Hall square is concerned. The stands may be reserved up to 10 a.m. each day. Before this arrangement, coaches were put on the road as early as 5 a.m. or 6 a.m. in order to secure the leading places on the stand. The new rates have been compiled not entirely on a mileage basis, but with regard to the popularity of the destination and the fares that ruled last year. Compared with last year the tariff reveals minor adjustments sometimes in the passengers favour, sometimes against. Here is the official schedule for tours from Rochdale:—Heywood and Littleborough, minimum charge for half day runs, 4s. 6d., passengers to pay all tolls and ferry charges; Alton Towers, 8s.; Alderley, 5s.; Altrincham, 3s. 6d.; Ashopton Circular, 9s.; Ashbourne, 3s.; Aldridge, 12s. 6d.; Arnside, 10s.; Ambleside, 11s.; Blackpool, 6s. 6d.; Buxton (Cat and Fiddle), 8s.; Bakewell, 7s.; Baslow, 7s.; Bolton Abbey, 7s.; Burnsall and Grassington, 8s.; Bridlington, 13s.; Chester, 6s. 6d.; Chatsworth, 9s.; Colwyn Bay, 12s.; Coniston, 13s.; Castleton, 7s.; Doncaster, 8s.; Fleetwood, 7s. 6d.; Grange-over-Sands, 11s.; Harrogate, 9s., 9s. 6d. and 10s.; Haydock, 5s.; Heatley and Warburton, 5s. 6d.; Hoylake and Chester, 10s.; Harrogate, 8s.; Ilkley and Skipton, 7s.; Knutsford, 5s.; Kendal, 9s. 6d.; Keswick, 13s.; Kettlewell, 8s.; Kirby Lonsdale, 10s.; Llangollen, 9s.; Liverpool, 6s. 6d.; Llandudno, 13s.; Matlock, 9s.; Morecambe, 7s. 6d.; Morecambe via Settle, 10s.; Matlock via Snake, 10s.; Pickmere, 5s.; Rhyl, 11s.; Rudyard Lake, 6s.; Redcar, 13s.; Richmond, 12s.; Southport, 6s. 6d.; Scarborough, 12s. 6d.; Southport via Whalley, 7s. 6d.; Skipton, 6s.; Settle, 6s. 6d.; Shrewsbury, 10s.; Shrewsbury via Chester, 11s.; Trentham Gardens, 7s. 6d.; Windermere, 10s. 6d.; Whalley and Higher Hodder, 5s. 6d.; York, 8s.; Yorkshire Dales, 12s.; York, Harrogate, Knaseborough, 10s.

Co-ordinated Motor Coach Services.—The plan for the co-ordination of the activities of Manchester motor coach owners is ready to be put into operation immediately, that is by Easter. At the time of writing, it is not possible to add anything to what appeared in our last issue, but we are informed by the Manchester Transport Owners' Association, of which Mr. H. Howard Robinson is Secretary, that the list of proposed booking offices is almost ready for issue. The approval of the Watch Committee to a few extra addresses, however, is awaited.

Outlook for Summer in Scotland.—The Spring Holiday (as it is called in Scotland) is much later this year, but it is expected that given favourable weather the bus traffic will be heavy from Good Friday onwards. Several new routes have been opened up. Last year MacBrayne ran finely upholstered coaches on the Lochgilphead route, and they will be more popular this year when the public realise the comfortable nature of the service. Tours to Edinburgh are increasing and the Border counties around Galashiels are attracting more visitors.

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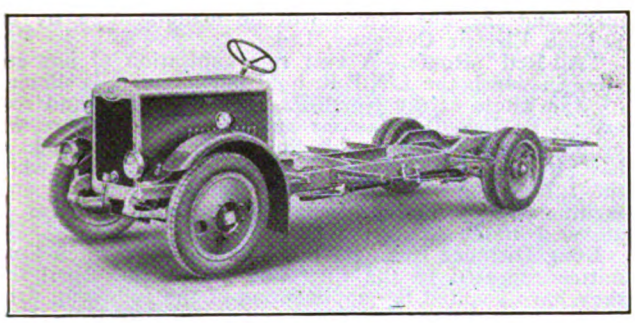
Dennis Passenger Vehicles.

A Model for all Requirements.

The range of Dennis motor coach and bus models comprehends the requirements for size and power of most buyers from a low-load line double-deck bus to a luxury type of low-load line 20-seater coach, with four and six-cylinder side and overhead valve engines and with front and rear driving positions. Besides this range there is a new 12-tonner rigid wheel-base six-wheeler with six-cylinder engine which is outside the present survey.

The "Dart" Model.

This model has a six-cylinder overhead valve engine with liner-fitted cylinder 80 by 120 m.m. (3.34 in. by 4.72 in.), and is for a 20-seater body. It develops 60 h.p. but has a normal output of 30 h.p. at 1,000 revs. The layout embodies details dealt with in the review of the new 2-ton chassis in this number, with a difference of gear ratios and an axle gear ratio of 5.6-1. The unit construction and overhead Dennis worm-axle, four-wheel brakes and under-slung rear springs are features. The frame is anchored over the rear axle. The engine is equipped with an Auto-Klean oil filter which is automatically operated in step with the clutch control pedal. The equipment includes 33 in. by 5 in. single front and twin rear air tyres. The overall length of the frame is 20 ft. 6¾ in. and width 6 ft. 5 in.; the wheelbase and track are 13 ft. 2¾ in. by 5 ft. 2 in. (rear) and 5 ft. 0⅛ in. (front). There is 6½ in. ground clearance below the axle. This chassis costs £625 at the Works and is now in production.



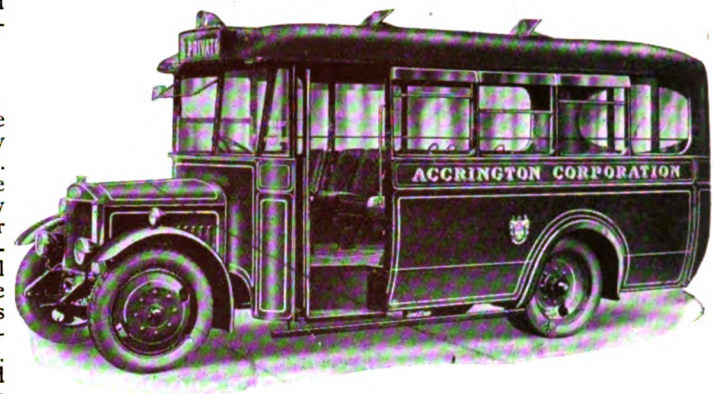
NEARSIDE VIEW OF THE "DART" CHASSIS.

The "Arrow" Model for 32-Seater Single-Deck Bodies.

This model, which was new at the late Olympia Show, claims more space than can be spared. A leading feature of the six-cylinder (100 by 130 m.m.—3.93 in. by 5.11 in.) engine with Duplex chain driven overhead cam-shaft and offset valves is that the rocker assembly is hinged to fold back about the camshaft, with resultant time saving and freedom from disturbance of the timing. The frame is arched over the back axle and the rear suspension is below the axle. The overall measurements are:—length and breadth 25 ft. 4 in. by 7 ft. 5 in. and wheelbase and track width 16 ft. 6 in. by 5 ft. 10½ in. (rear) and 6 ft. 3⅜ in. (front). The ground clearance below the axle is 7 in. and with 38 in. by 8½ in. air tyres the frame height is 24 in. The chassis weighs approximately 2 tons 19 cwt. The equipment includes a dynamo lighting and starting set and four-wheel brakes with vacuum servo control.

The "G.L." Type Low-Load Line Coach Model.

This model has a more powerful engine and other improvements after a year's experience. It has a four-cylinder, 85 by 120 m.m. (3.34 in. by 4.72 in.), overhead valve engine resembling the new 2-ton chassis which is reviewed in another section. The output is 42 b.h.p. at 2,300 revs., and 22 b.h.p. at 1,000 revs. A power starter is an extra but is provided for in the engine and battery. The frame is arched over the under-type worm-axle and the rear suspension is underslung. The general utility of this model for passenger service may be gathered from the following data. The chassis weight is about 38 cwt., 21-seater body 15 cwt., live load with driver 27 cwt., making a total gross weight of 4 tons. The turning circle is 50 ft.; wheelbase and track 12 ft. 4 in. by 5 ft., and overall length and breadth of chassis 19 ft. 3⅝ in. by 6 ft. 7¼ in. Laden, the frame height is 21½ in. The chassis costs £450 with seven 32 in. by 6 in. tyres and spare disc wheel The variety of bodies fitted to this chassis show that it has a popular and useful range and is specially suitable

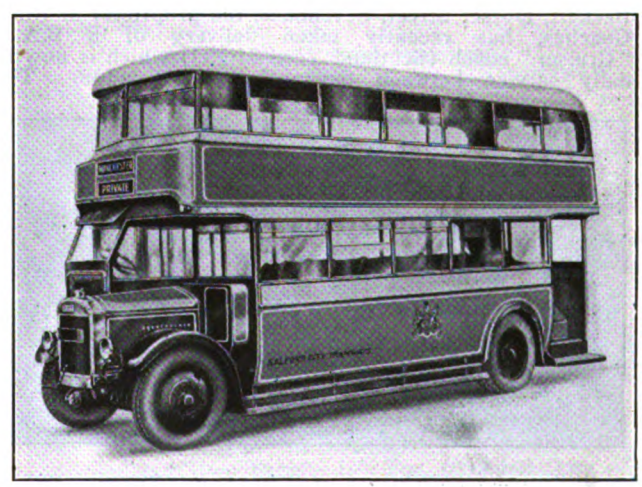


A DENNIS 20-SEATER SINGLE-HANDED BUS ON THE NEW "GL" TYPE O.H.V. 4-CYL. CHASSIS.

for driver single handed control. Braking and power alike are well proportioned, a feature indicated by the list of owners operating over some of the most hilly districts of Wales and North-East Lancashire. Four-wheel brakes with a vacuum servo assisted control are included.

The "H.S." Low-Load Line Double-Deck Bus Model.

This is essentially and solely a front-driving position model similar to the "E.V." coach model. The engine is a four-cylinder (110 by 150 m.m.—4.33 in. by 5.9 in.) side valve model with an output of 64 h.p. at the moderate speed of 1,500 revs. and has a standard fuel consumption average of 0.58 pt. per b.h.p. hour. It is powerfully braked by four-wheel interconnected brakes and an independent lever brake operating at the back axle; the pedal set having a servo control at will. The robustness of details of this model is no less a feature than its modest weight, 72 cwt., for the chassis which has a wheelbase and track of 16 ft. 6¾ in. by 6 ft. 5¾ in. (front) and 5 ft.



THE DENNIS "H.S" TYPE 4-CYL. DOUBLE-DECK BUS.

10⅞ in. (rear), though these dimensions can be increased proportionately. There is 7 in. clearance below the axle, which has an under type worm axle-gear and under-slung rear suspension The overall dimensions of the chassis are 25 ft. by 7½ ft. The body space lengthwise is nearly 21 ft., so that the rear overhang is comparatively small. The frame height from the ground when loaded (the tyre dimensions being 38 in. by 7 in. (front) and 40 in. by

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8 in. (rear) is 24½ in. or 25½ in.) which enables the overall height of a double-deck bus to be kept as low as 13 ft. The foregoing remarks as to dimensional literature apply also to this model; indeed, it may be stated with truth that better examples of condensed yet fully informative illustrated and understandable literature we have not found.

The "E.V." and "F.S." Low-Load Line Coach Models.

These are powerful chassis with a large four-cylinder (110 by 150 m.m—4.33 in. by 5.9 in.) side valve engine and separate gear box, vacuum servo four-wheel brakes, long low frame and underslung worm-drive and under-placed rear springs, arched chassis over the axle and 25 ft. 4 in. or 5 in. length of frame. The "E.V." model has some minor chassis differences of dimensions from the "F.S." model, but the weight of both is the same, viz., 3¼ tons. The "E.V."model has the side-of-bonnet position for the driver; the alternative—behind the bonnet position—being the feature of the "F.S." model. Advantages as to increased body space within the same chassis length resulting from the forward driving position are obvious, though from the variety of body types listed, it is certain that there is quite a good demand for the alternative type. Some handsome and roomy specimens of both models are featured in the maker's latest literature, from which it would appear that the forward drive position is preferred for the single-deck bus and the rear drive position for coaches of the touring type. It will suffice to recommend to readers interested the dimensional drawings of the two layouts which are featured in the literature referred to.

Motor Coach and Bus Notes.

Merseyside Coach Owners Meeting.—Although there is no association of Liverpool and District motor coach owners, the initiative was taken recently by Mr. W. J. Lake, of the Merseyside Touring Co., Ltd., 30 Islington and 17a St. John's Lane, Liverpool, in convening a meeting of operators to discuss the question of rates for the 1930 season. In the past this has always been a very thorny subject owing to the difficulty not only in securing unanimity on the rates themselves but in enforcing them. As a matter of fact rates questions were the rock on which the Liverpool, Cheshire and North Wales Motor Coach Owners' Association, which functioned about ten years ago, foundered after a brief life. The meeting of Liverpol owners, held at the office of Mr. C. F. Rymer, James Street, Liverpool, was a very amicable one and owners agreed to the proposed fares submitted by the Merseyside Touring Co. They are as follows:—London, 15s. single, 27s. 6d. return; Scarborough, 15s. single, 22s. 6d. return; Torquay, 25s. single, 44s. 6d. return; Great Yarmouth, 27s. single, 37s. 6d. return; Bournemouth, 22s. 6d. single, 40s. return; Bristol, 15s. single, 27s. 6d. return. Agreement was also reached on another point. If passengers miss the coach by which they have been booked to travel, but are in time to secure accommodation on a vehicle owned by another company, a transfer may be made. The company carrying a passenger in these circumstances will be paid the ordinary fare less a booking fee which will go to the company that issues the ticket. In cases of breakdowns, owners will undertake to provide transport for passengers to whom tickets have been issued.

A "B.A.T." for London—Sevenoaks Service.—Mr. J. K. Beckett, Dorset Street, Sevenoaks, the proprietor of Anne Coaches, has recently taken delivery of a B.A.T. "Cruiser" coach (Scotland Yard Model) which is now in daily service between Sevenoaks and London. The vehicle runs four trips daily from Monday to Saturday, and on Wednesdays it does a late evening trip in addition. On Sundays there are two trips and the weekly mileage amounts to 1,620.

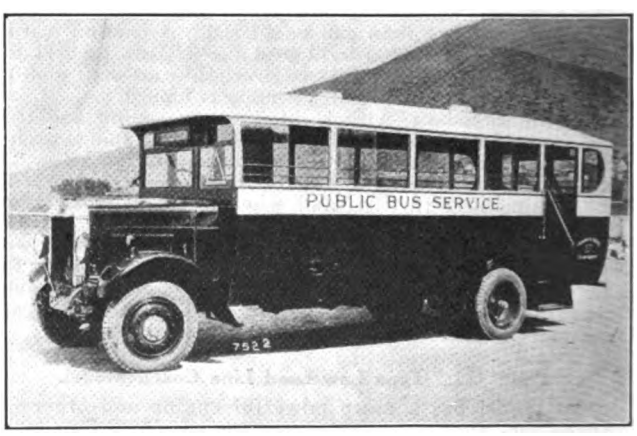
THE B.A.T. "CRUISER" REFERRED TO IN TEXT.

A.E.C. "English Electric" Trolley Buses.—As manufacturers of petrol buses and electric trolley buses respectively, the Associated Equipment Company, Limited, and the English Electric Company, Limited, have arranged to collaborate in putting on the market a line of single-motor low-loading trolley omnibuses. These vehicles, which will shortly be put on test, will have as their basis the A.E.C. "Regal," "Regent" (4-wheel) and "Renown" (6-wheel) chassis. The line of vehicles will include single and double-deck types with the following wheelbases and seating capacities:—Model "661T" 50-52 seat double-decker (4-wheeled), wheelbase—15 ft. 6½ in. Model "662T" 30-34 seat single-decker (4-wheeled), wheelbase—17 ft. Model "663T" 60 seat double-decker (6-wheeled), wheelbase—16 ft. 6 in. The last mentioned model can be supplied with a wheelbase of 18 ft. 7 in. In these new vehicles the Associated Equipment Company will manufacture the chassis and components. The electrical equipment and the bus bodies will be manufactured by the English Electric Company, Ltd.

"All-Red" Route.—A vast re-organisation of bus services in which the L.N.E.R. hold big interests is planned for the whole of the North-Eastern area. Rail and road are to be linked up as far as possible, and there will probably be interchangeable tickets for rail and road. It has already been decided that all the buses with which the L.N.E.R. is connected will be painted red. Special facilities for tourists circular tours will doubtless be afforded in the summer season.

Long Distance Bus Services.—Manchester Watch Committee reported to the City Council on 2nd April that they have granted the applications of the following firms to run long distance motor omnibus services from Manchester:—Taylor and Wallace, C. A. Hegginbottom and Sons, Wyatt and Neville, Auty Bros.; and Douglas Webb.

Leylands in Capetown.—Leyland Motors, Ltd., Leyland, Lancs., announce that their "Badger" chassis is becoming increasingly popular in South Africa. The illustration shows a long wheelbase "Badger" fitted with a neat 27-seater body by a Cape Town body builder. The machine is running in the service of the Public Bus Service in Cape Town.



THE LEYLAND "BADGER" REFERRED TO IN TEXT.

Merging of Motor Bus Interests.—Negotiations for the transfer of the Claremont Bus Service, Ltd., Burnley, to the Rishton and Calder Co., have had a satisfactory outcome. The Claremont Services from Clitheroe to Blackburn, Preston, Lancaster, passed over to the new owners

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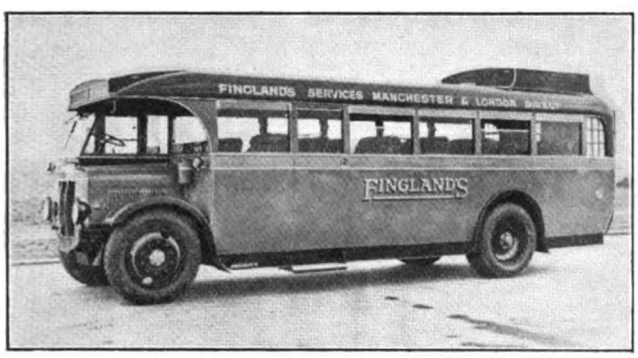
from the 24th March. The motor bus undertaking of William Lees, Limited, Radcliffe, has been acquired jointly by the Lancashire United Transport and Power Company, Atherton, and the Bury Corporation. Messrs. Lees operated two routes: (1) Radcliffe Bridge to Farnworth, which will be taken over by the L.U.T. Co., and (2) Blackford Bridge to Unsworth, which in future will be worked by Bury Corporation.

Daimlers for Newcastle and Lancaster.—The tramways undertaking of the Newcastle-on-Tyne Corporation have recently placed a further contract with the Daimler Co. for ten double-deck, and eight 32-seater single-deck C.F.6. Daimler buses, these making a total of twelve single-deck and sixteen double-deck Daimlers ordered by that Corporation including their first order in September last. The Lancaster Corporation have also brought their fleet of C.F.6. Daimlers up to eleven since their first order for three buses placed last April.

Blackpool Motor Coach Figures.—Mr. H. Hardman, the Secretary of the Blackpool Motor Coach Owners' Association, in an address to the Blackpool Rotary Club on 27th March, said that the first motor coach was introduced in Blackpool about 1903. No less than £300,000 of capital, he said, was sunk in motor coaches in Blackpool; £300,000 in garages and parking stations, while employment was found for over 500 people during the season. Blackpool's fleet of coaches last season used 650,000 gallons of petrol and 55,000 gallons of oil, while 5,200,000 miles were travelled in carrying 1,716,000 people. Unfortunately road development and legislation had not kept pace with the times.

A Luxurious Tilling-Stevens Coach.—The "Express" coach shown in the photograph supplied by Tilling-Stevens Motors, Ltd., 5 Iddesleigh House, Caxton Street, London, S.W.1, is luxuriously appointed for long distance service and is one of a number supplied to Fingland's Hire Cars, Ltd., of Manchester. It has a 16 ft. wheelbase and low loading frame. It is provided with a lavatory



ONE OF FINGLAND'S HIRE CARS, LTD., TILLING-STEVENS "EXPRESS" 26-SEATER COACHES.

and interior luggage arrangement on the off-side of the rear end. It has 26 luxury seats upholstered in moquette. Fingland's Hire Cars, Ltd., run daily coach services to Blackpool, London, South Coast, Glasgow, North Wales and Newcastle. The firm are supplied with Tilling-Stevens coaches through Garlick, Burrell & Edwards, Ltd., of Liverpol and Manchester, the Tilling-Stevens agents. The coach work was carried out by Mr. H. V. Burlingham, of Blackpool.

Headroom in Motor Coaches.

THE Commissioner of Police of the Metropolis has caused the following circular letter to be circulated:—

> "I am directed by the Commissioner of Police of the Metropolis to inform you that it has been brought to his notice that some doubt appears to exist as to the minimum inside height measurements required for public service vehicles, and that in certain cases coach bodies with sliding roofs have been constructed, the inside height measurements of which fall considerably short of official requirements.
>
> The Commissioner desires, therefore, to direct your attention to the fact that the official requirements laid down for the minimum inside headroom of public service vehicles fitted with permanent tops apply also to vehicles fitted with roofs comprising a combination of the permanent and the sliding types."

The requirements are as follows:—

1. Vehicles with seating capacity not exceeding 20. Minimum headroom, 5 ft. 3 in. 2. Vehicles with seating capacity exceeding 20. Minimum headroom, 5 ft. 10 in.

World Tractor Trials.

THE official list of entries for the World Tractor Trials marks the notable advance made during recent years in the application of power machinery to agriculture.

No fewer than thirty-three machines, including entries from the leading manufacturers in the British Isles, America, France and Germany, have been accepted for the Trials by the Royal Agricultural Society and the Institute of Agricultural Engineering, Oxford, acting as the joint organising bodies. These various machines, in their different classes, the latest standard models, embody all the most recent improvements.

The Trials, which are to be held during the Summer and Autumn of the present year, will be exhaustive, and the published reports, giving full particulars of the various performances under the most searching tests, will enable British agriculturists to decide which machines are best suited to farming conditions in this country. British manufacturers will also be enabled to show how their improved models compare in efficiency with the latest American and continental types.

Two features of the entries are of especial interest as showing the important advances made by British manufacturers during recent years. Crude oil engines, using a cheap fuel, will, it is anticipated, reduce the working costs of power machinery on the farm, and of the eight entries of this type no fewer than six come from British firms. Again, in the section devoted to tractor cultivators suitable for use by market gardeners and smallholders, the only machines on trial, three in number, are made by British firms. Much interest will attach to the official reports on these "market garden tractors."

The following is the full list of official entries:—

WHEEL TYPE TRACTORS.

Entrant.	Make.	Description.
Agricultural and General Engineers, Ltd.	A.G.E. (Peter Brotherhood)	Diesel Engine
	A.G.E. (Blackstone)	
	A.G.E. (Aveling and Porter)	Diesel Engine
Marshall, Sons, & Co.	Marshall	Heavy Oil
Rushton Tractor Co.	Rushton	
Vickers (Crayford), Ltd.	Vickers	23/40 H.P.
Ford Motor Co.	Fordson	
J. & H. McLaren	McLaren	Diesel Engine
	O.E. (Daimler-Benz)	Diesel Engine
Associated Manufacturers Co. (London), Ltd.	Case	Model C.
	Case	Model L.
International Harvester Co. of Great Britain, Ltd.	International	"Farmall"
	International	10/20 H.P.
	International	15/30 H.P.
Massey-Harris, Ltd.	Massey-Harris-Wallis	12/20 H.P.
	Massey-Harris-Wallis	20/30 H.P.
Heinrich Lanz A-G. (Mannheim).	Lanz Bulldog	15/30 H.P. Crude Oil.
Société Anonyme Austin	Austin (two)	
Munktells Mek. Verkstads Aktiebolag, Eskilstuna, Sweden		Crude Oil.
Latil Industrial Vehicles, Ltd.	Latil	

TRACK-LAYING TYPE TRACTORS.

Entrant.	Make.	Description.
Rushton Tractor Co.	Rushton	Roadless
CaterpillarTractor Co.	Caterpillar	"Ten"
" " "	"	"Fifteen"
" " "	"	"Twenty"
" " "	"	"Thirty"
" " "	"	"Sixty"
Linke-Hofmann-Busche-Werke A-G., Breslau, Germany	Linke	35/45 H.P.

WHEEL AND TRACK LAYING.

Entrant.	Make.	Description.
Citröen Kegresse, Ltd.	Citröen Kegresse (two)	

CABLE PLOUGHING TACKLE.

J. & H. McLaren, Ltd.	McLaren	Diesel Engines
John Fowler & Co. (Leeds)	Fowler	100 H.P. Diesel Engine.

SELF-PROPELLED CULTIVATING MACHINERY.

Geo. Monro, Ltd.	Monotrac	Motor Cultivator
" " "	Duotrac	" "
" " "	Rototiller 5.	" "

The Trials, which are to be held near Wallingford, will be divided into two parts:—(a) For extended tests of a scientific and practical nature which will be conducted in private; and (b) public demonstrations, to be held during September, when the machines will be seen in operation under strict working conditions.

Licences Granted.—The Watch Committee of the Eastbourne Corporation has granted two licences for chars-a-banc to Mr. E. J. Pratt on condition that he gives an undertaking that he will not sell the vehicles or transfer his business or any interest therein to any other person or company without the express consent of the Committee.

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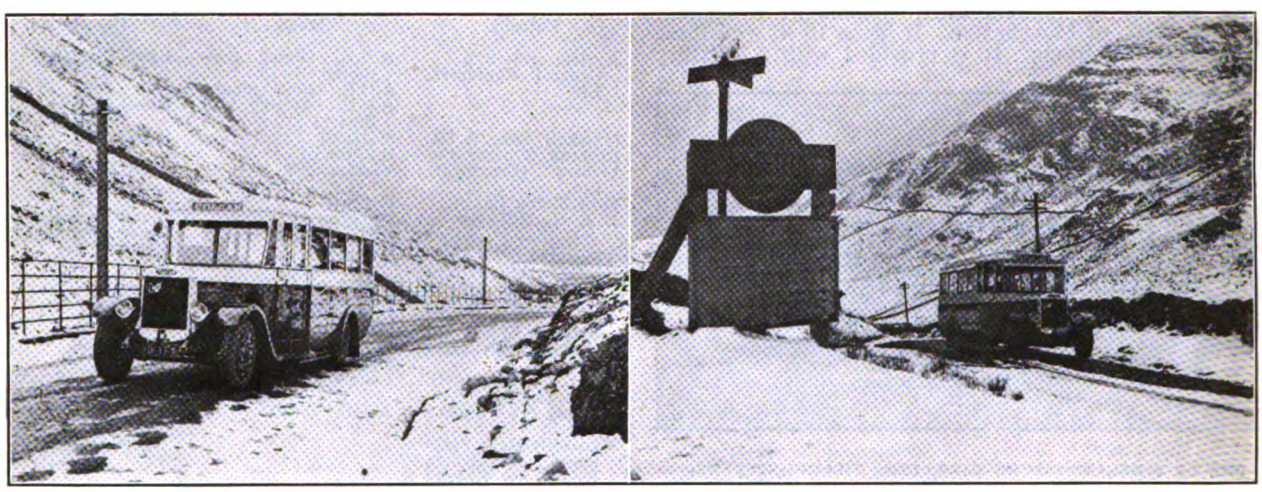
Over Kirkstone in Winter with a Vulcan "Duke."

The Vulcan Motor & Engineering Co. (1906), Ltd., of Southport, have long been known as manufacturers of passenger vehicles, and their products are deservedly popular. One of the lighter models they produce is the "Duke" 4-cylinder 20-seater bus, which is well known on many bus routes and which also is popular overseas. The Hong Kong and Shanghai Hotel Co., in addition to their larger Vulcan buses, operate a fleet of "Dukes," and recently sent in their fourth repeat order for buses, comprising several of this type. Before shipment each of these vehicles is given an exhaustive test, and in this case it was decided to test them over the well known Kirkstone Pass.

The bus, which was loaded with ballast equal to the weight of a full load of passengers, left the works at 10.43 a.m. and then proceeded at an average speed of thirty miles an hour to Preston. The seventeen miles to Preston were covered in 37 minutes, and Lancaster was reached fifty minutes later. Arriving at Kendal at one o'clock a stop was made to have lunch, and to examine the bus, afterwards proceeding on the journey to Shap. The "Duke" climbed Shap exceedingly well, most of the climb being made on top and third gear. At the top of the slightest touch of the wheel. All gears were easy to engage, and owing to all gears and shafts being ground the gear box was exceptionally quiet. The brakes too, were excellent, and on the few occasions when it was necessary to apply them full on, the vehicle pulled up smoothly and without jar in a surprisingly short distance. The steering lock was wide enough to take the most difficult corners with ease, whilst in towns the "Duke" was as easy to manage as a touring car. The engine showed little or no signs of vibration and pulled excellently.

Leaving Kendal at five minutes to six, the bus maintained a steady average of thirty miles per hour all the way through Lancaster and Preston to Tarleton, about six miles from home, where the petrol supply ran out, and a few minutes were spent in refilling. The time taken for the return journey from Kendal to the Works, including the stop at Tarleton, was two hours twenty minutes, or just three minutes more than on the outward run. For the last two hours the bus was running in darkness, there being no moon, but the excellent beam from the lamps rendered travelling in the dark easy.

On the return to the Works the oil level was tested, and it was found that only half a pint had been used on the



TWO VIEWS OF THE VULCAN BUS ON KIRKSTONE PASS.

Shap the temperature of the water in the radiator was taken and found to be 178°F.

Leaving Shap the bus followed the main road to Penrith, but turned off before reaching that town and made for Pooley Bridge which was reached at three-fifteen. From here a narrow road wound along by Ullswater to Patterdale, and here the "Duke" showed what a good top gear performance it could give, the engine picking up well and accelerating quickly from very slow speeds. Leaving Patterdale the climb up Kirkstone commenced. The roads were in very poor condition and snow lay six inches deep in most parts of the pass. The bus pulled remarkably well for the whole of the climb, and when the one in four part of the gradient was reached and first gear had to be engaged, it was noticeable that even then there was plenty of reserve power. The time taken to climb the pass was twelve minutes, during which several photographs were taken.

At the top of the pass the bus was stopped for a few minutes whilst further photographs were taken, and then the run was resumed through Troutbeck to Windermere, which was reached at 4.45 p.m.

Very little traffic had been met with on the roads in the Lake District, and so it was possible to test to the full the "Duke's" capabilities. On the level it had shown a very good turn of speed, and though it had never been opened out to its maximum speed, forty-five miles per hour was reached and held with ease. All hills had been taken easily and only once, at the top of Kirkstone, had first gear to be used. The steering was delightful on all conditions of road surface, and the bus answered to run of 182 miles. The petrol consumption worked out as just over ten miles to the gallon, which is very good considering that such climbs as Kirkstone and Shap had been made, and an average speed of thirty miles an hour maintained where possible, and also taking into account the general stiffness of the new vehicle.

The body, which of course has been specially designed to meet overseas conditions, is exceptionally roomy, and the seating arrangement well thought out. Both interior and exterior are finished in a way that maintains the high standard of excellence.

The "Duke" has a 4-cylinder engine with a bore and stroke of 100 by 130 mm., the cubic capacity of which is 4,084 cc., the Treasury rating 24.8 h.p. and which develops 49 b.h.p. at 2,000 r.p.m. A four-speed gear box is provided as a separate unit and is supported at three points to insulate it from frame distortion. The foot brake operates, with servo assistance, internal expanding shoes of large diameter in drums on the front and rear axles, while the hand brake operates similar size shoes in the rear axle drums. Both front and rear springs are long and underslung, giving excellent riding comfort, and low loading height. 32 by 6 British Goodrich straight side type pneumatic tyres are fitted singles front, twins rear and spare. The equipment is full and complete and comprises:—Two electric head lamps, two electric side lamps, electric tail lamp, electric self starter, electric horn, bulb horn, speedometer, clock type oil pressure gauge, Ki-gas injector, driver's mirror, automatic windscreen wiper, and full kit of tools. The wheelbase is 13 ft. and the track 5 ft. 1 in., whilst the chassis weight is 48 cwts.

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The Six-Wheel Drive Six-Wheeler.

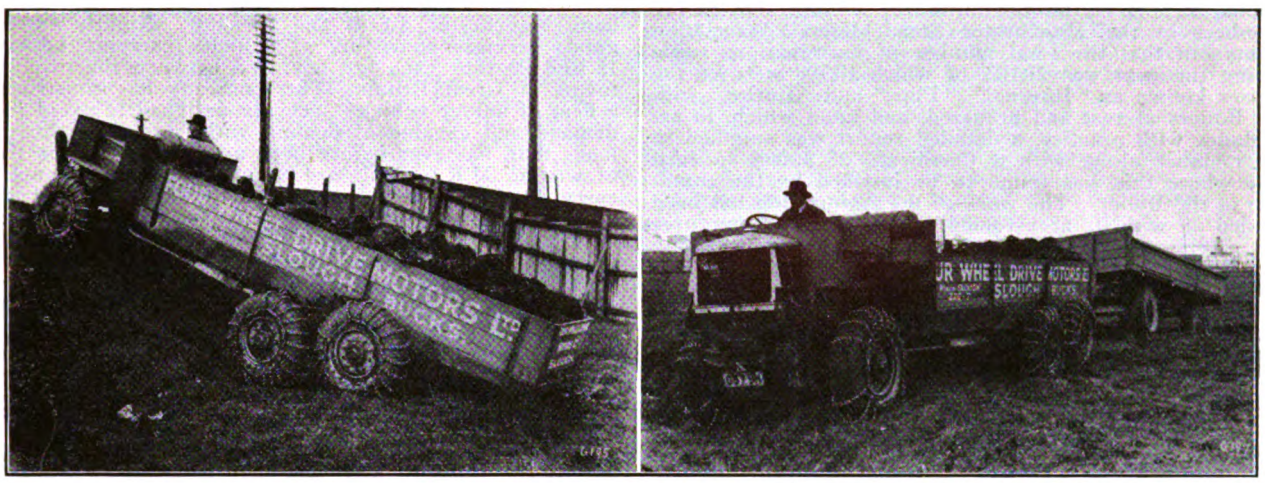
It is only in the War Office mechanical transport demonstrations that one has opportunities of studying the performance of vehicles under the most exacting conditions. Always at these demonstrations it has been noticeable that whilst the rigid six-wheeler with bogey drive only can travel with ease over remarkably rough ground and climb what at first appear to be impossible inclines, it is immediately put out of action when encountering deep ditches or trenches such as would be ordinarily encountered in modern warfare. The reason for this is, of course, that the front or steering wheels are entirely dependent for their propulsion upon the bogey driving wheels. They have no "lift" or "life" in themselves. When a ditch is encountered and the obstruction comes above the front axle, that is to say above the line of drive, the effect is to drive the front wheels deeper into the obstruction instead of over it. To provide a sound mechanical front wheel drive is an engineering proposition not easily achieved. As is well known to our readers, however, Four Wheel Drive Motors, Ltd., have had many years experience of this particular drive and they have now been able to modify it in such a manner that the construction is sufficiently robust to withstand the severest stresses set up under the most trying circumstances.

This achievement was amply demonstrated recently at Slough by a six-wheel drive vehicle built by Four Wheel Drive Motors, Ltd., 46 Charing Cross, London, S.W.1. The vehicle crossed ditches both deep and muddy and this it did without the slightest indication of jibbing. It did not take the obstacles with a rush; on the contrary it was deliberately halted when in the worse positions for restarting and it did restart easily, it not being necessary even to accelerate the engine to any extent.

The wheels were fitted with 40 in. by 9 in. high pressure pneumatic tyres equipped with non-skid chains. The ability of the machine to climb out of apparently impossible positions is provided by the combination drive. The push of the rear bogey keeps the front driving wheels to the face of their work so that as they tear down their obstruction they throw the debris behind them and override it. Without this assistance from the rear driving wheels they would, of course, merely bury themselves.

The demonstration amply proved that the vehicle can easily overcome obstacles which no other vehicle has yet been able to overcome except of course vehicles of the tank or creeper track order which are, however, not intended to fulfil the same purpose.

This F.W.D. six-wheel vehicle is fitted with an A.E.C. six-cylinder overhead camshaft engine developing 48 h.p. at 1,000 r.p.m. rising to 92 h.p. at 2,400 r.p.m. The drive is taken through a single dry plate clutch to a four speed gear box and an auxiliary two speed gear box. The bogey axle is built to the War Office pattern and the front axle is the fully floating spiral bevel type. The chassis is type R.68 being similar to the gun tractor chassis supplied by F.W.D. to the War Office, but it is modified, having a long wheelbase so as to provide additional body space for ordinary transport.



TWO VIEWS OF THE F.W.D. SIX-WHEEL LORRY.

For the purpose of the demonstration the vehicle was loaded with 5 tons of scrap iron and was hauling a Reading trailer with an additional 4 tons. With regard to the Reading trailer: this will be dealt with later in a separate article as it is a vehicle of great interest and possibilities so constructed as to be suitable to negotiate ground over which the prime mover is able to travel.

This six-wheeler is by no means a freak vehicle as it has an excellent turn of speed under favourable conditions and was demonstrated to our representative that its speed on a good road surface was upwards of 30 miles an hour, and we understand that it can do 40 miles per hour. It is a vehicle essentially suitable for pioneer work in undeveloped countries.

Furniture Warehousemen and Removers' Association.

Annual Meeting.

The Annual Meeting and Dinner of the Furniture Warehousemen and Removers' Association will be held at the Hotel Victoria, Northumberland Avenue, London, on Wednesday, 21st May next.

The following is the provisional programme:—

10.15 a.m. Annual General Meeting of the British Association of International Furniture Removers.

11.0 a.m. Annual General Meeting of the Association. The special business includes:—(a) Design registered when the Association's Publicity Scheme was under consideration; (b) suggested issue of Certificates of Membership; (c) conferment of Degrees; (d) general publicity.

12.30 p.m. Annual General Meeting of the Benevolent Fund Committee.

2.30 p.m. Address by Mr. G. H. Price on "Railways and Removal Traffic," followed by discussion.

3.15 p.m. Address by Mr. J. Godden on "Hours of work, etc., and their relation to the Road Traffic Bill, and the proposed ratification of the Washington Hours Convention; the Road Traffic Bill," followed by discussion.

4.0 p.m. Address by Mr. G. H. Good on "Co-operation in the Industry," followed by discussion.

6.30 p.m. Reception by the President of all guests, members and their ladies attending the Dinner, and Musical Entertainment. Evening dress optional.

7.0 p.m. Annual Dinner and Musical Entertainment. (Members and ladies tickets 12/6 each, excluding wines).

As this is the most important meeting of the Association held during the year, it is hoped that there will be a large attendance of members accompanied by their ladies, and all are urged to help to make the meeting a pronounced success.

The business to be dealt with is of great importance, and this gathering affords members the opportunity of meeting those with identical interests.

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News from all Parts.

Road Vehicles—Great Britain. — A return has been issued by the Ministry of Transport giving particulars of the number of motor vehicles registered for the first time under the Roads Act, 1920, during the month of January, 1930. Copies (price 2/6d.) can be obtained from His Majesty's Stationery Office, Adastral House, Kingsway, W.C.2. The number of new motor vehicles registered was 25,362 and included 533 hackney vehicles and 5,292 goods vehicles. The return shows the number of each class of vehicle registered for the first time by each licensing and registration authority analysed in detail according to various taxation scales, e.g., motor cars under headings of horse-power, goods vehicles under headings of unladen weight, hackney vehicles under headings of seating capacity, etc.

Manchester Steam Users' Association. — The 1929 Annual Report of the Committee of Management to the members of the Manchester Steam Users' Association points out that the total number of examinations made during the year was 21,103, of which 10,798 were of the classes known as "Internal," "Flue," and "Entire," with the Boilers at rest and prepared, and upon which, in accordance with practice, a detailed report was supplied to the member along with a Certificate of Safety in each case where this was found to be justified by the condition of the Boiler. The work of the Association has been carried on with its accustomed regularity, the Committee ever keeping in view that faithful and efficient inspection for the prevention of explosion was the guiding principle of the Association's founder. Though the primary work of the Association is the periodical inspection of its members' Boilers with the specific object of carrying out the purpose of its founders, the Committee would draw special attention to the fact that a specially trained Staff is employed in inspecting and testing new Boilers, etc., in progress of construction and on completion before delivery in order to certify their compliance with Specifications and drawings.

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MERSEYSIDE.

Transport Employers' Application. — To consider the Liverpool transport employers proposal for alterations in working conditions, an important special general meeting of members of the Liverpool and District Carters and Motormen's Union was held at Liverpool on 30th March. The proposal of the employers is that the existing agreement should be amended by the insertion of an optional clause whereby motormen may be employed upon the accumulative week system. It is understood that the object of the proposal is to enable Liverpool employers to meet the severe competition arising from outside districts where this system of working is in operation.

Chaos in Transport Industry.—Speaking at the Annual Meeting of the Leeds and Liverpool Canal Co., the Chairman, Mr. R. W. Wickham said: "It is quite wrong that a man should be permitted to buy an old motor van for a £10 note and cut freight rates down to nothing without consideration of wages or hours and picking the best paying stuff. This problem, it seems to me, will have to be tackled before long and some sort of traffic pool set up. The present chaotic system or lack of system, cannot possibly go on. The only pity is that it was not tackled when the trouble first began to show itself and before so many vested interests had grown up."

Cartage Tenders Accepted. — Liverpool Corporation Water Committee has accepted the following tenders for cartage:—Liverpool Corporation (Health) Committee; Messrs. C. Howell, Liverpool; Mr. Joseph Dyson, Liverpool; Messrs. Lawrence F. Briggs, Ltd., Liverpool; Messrs. M. Halligan & Sons, Liverpool; Mr. James Young, Liverpool; Mr. J. E. Levis, Liverpool; Messrs. Leece Motors, Liverpool; Messrs. Robt. Jones and Sons (Contractors), Ltd., Liverpool.

New Purchases.—At a recent meeting of the Liverpool City Council the purchase of the following motor vehicles was approved:—Three special motor vehicles and twelve horse-drawn containers for collection of household refuse, Walker Bros., Wigan, £5,787 10s.; 25 h.p. Daimler special ambulance chassis and body, J. Blake & Co., Ltd., Liverpool, £990; 25 cwt. Bean chassis for patrol wagon, J. Blake & Co., Ltd., £218; two motor ambulances, Vulcan Motor and Engineering Co., £455 each; two motor bedding vans, A. W. Webb, Ltd., Berry Street, Liverpool, £275 each.

Warrington Horse Parade.—Warrington Horse Parade has been fixed for Saturday, May 3rd. The horses will be judged out of their vehicles, at Victoria Park, will be re-harnessed, and the parade will take plaec immediately afterwards. Two silver cups have been presented, one by the Warrington Horse and Motor Owners' Association, to the driver of the best kept horse, whose owner is a member of the association, and one by the manufacturers of a special food, for the best-kept horse fed regularly on that food.

Fleet of 6 and 8 Wheelers.—M.R.S., Ltd., of Liverpool, whose rolling stock comprises a Scammell 14-wheeler lorry, together with a fleet of 6 and 8 wheeler lorries, tractors, trollies and steam locos, are acquiring six additional eight-wheeled vehicles capable of carrying 20 tons each, two additional drop frame 30 ton boiler and machinery carriers and two 100 tons special machines. The company has depots at Liverpool, London, Birmingham, Manchester, Leeds and Glasgow. Nightly express goods services consisting of vehicles carrying between 15 and 20 tons each are operated between the principal towns of Great Britain. The Company has constructed a fleet of unique vehicles specially designed to avoid road damage and capable of dealing with larger and heavier loads than has ever before been attempted. At the time of writing M.R.S., Ltd., are completing arrangements to carry from Plymouth a lathe weighing 250 tons and measuring 74 feet long and 17 feet wide to a place on the East Coast.

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The Motor and Cycle Trades Benevolent Fund.—The 1930 Handbook of the Motor and Cycle Trades Benevolent Fund contains the Rules and Bye Laws, Lists of Officers, Members and Associates, Reports of the General Hon. Secretary and Treasurer, and of the Branch Centres for 1929, the Accounts, and information regarding the Children's Home, the Lord Wakefield Educational Fund, and the Sir William Morris Propaganda Fund. A new feature is the listing of Life Associates, i.e., Associates who have paid their annual subscription for not less than twenty years, under each Centre. It is interesting to note that in this, the twenty-fifth year of the Fund, the Life Associates number no fewer than 237. The General Secretary of the Motor and Cycle Trades Benevolent Fund is Mr. A. H. Dawson, and the offices are at 42 Bedford Row, London, W.C.1.

A.E.C. Move Their Bristol Branch.—The lease of the A.E.C. Branch Depot at 141 Victoria Street, Temple, Bristol, having expired, the Sales, Spares and Service Departments of this Branch have been temporarily transferred to the premises of The Bath Tramways Motor Co., Ltd., Kensington Garage, London Road, Bath. The telephone number is Bath 3261 Extension 6, and the telegraphic address "A.E.C. c/o Touring Bath."

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MANCHESTER.

United Transport Workers' Association and an Application for an Advanced Rate of Pay.—The United Transport Workers' Association has made an application to the Manchester Corporation for an advanced rate of pay for duties which their members perform between the hours of 8 p.m. and 6 a.m. The Workmen's Special Committee of the Council decided to inform the Association that the Corporation cannot deal with the application as the wages and working conditions of transport workers are regulated by the Joint Road Transport Council, and that, in accordance with the Corporation's prevailing practice, the decision of that Council in the matter will be given effect to by them.

"Better Served by Buses." — Mr. R. Stuart Pilcher, Manager, Manchester Corporation Transport Committee, in a report to his Committee recommended that having regard to the present development of transport, tramways should not be constructed in Mauldeth Road West and Broadway, Moston. The Committee agreed that the routes could be better served by buses.

Team Hire Contracts.—Contracts for the hire of team labour and haulage of materials for six months ending 30th September, have been placed by the Manchester Corporation Paving, etc., Committee with the following Manchester firms:—G. Massey & Sons, J. Holt, J. Hancock, A. Mountfield, G. Welsby, J. Crossland, Jr., J. H. Peck and Sons, Ltd., W. Hayes, J. Bray, James W. Cage, R. Melling, T. Lamb, W. Tonge, P. Lawless, S. Thorpe, J. & G. Evans, C. Cooper, T. Seward, D. Clays, G. H. Brocklehurst, A. Peck, G. Farrell, J. W. Street, J. A. France,

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South Manchester Coal Co., G. Barrow, G. Wilson, W. and S. Royle, D. Middleton, C. G. Stephens, J. Biesty, J. A. Shafto, Mrs. S. A. Green, I. Wharton, H. H. Evers, E. & R. Hughes, J. Bacon, J. Walker, A. R. Hughes, W. Lancashire and J. Walmsley. Haulage of materials—The L.M. & S. Railway Co., Manchester. Manchester Gas Committee has accepted the tender for the hire of horses and carts for the year ending 31st March, 1931, submitted by Messrs. J. Biesty, J. Bray, H. Evers, J. Hancock, S. Hynes, R. Melling, A Mountfield, and T. Wheeldon—all of Manchester.

New Motor Bus Station.—Mr. R. Stuart Pilcher, General Manager of the Manchester Corporation Transport Committee, has submitted to his Committee a report suggesting the provision of a central motor bus station. The Committee approved of the principle of a central station and directed the General Manager to make enquiries as to alternative sites.

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Thomas Tilling, Limited.—The Report of the Directors of Thomas Tilling, Limited, road transport contractors, for the year ending 31st December, 1929, shows that the Company made a profit for the year, after providing for Debenture Stock and other interest, of £225,120 7s. 3d., to which must be added the balance brought forward from the previous year, viz., £67,693 4s. 1d., making a total of £292,813 11s. 4d. Before arriving at the profit, adequate provision has been made for the depreciation of rolling stock, plant, etc., horse renewals and for the amortization of leases.

A SIGN OF THE TIMES. ONE OF THE COLCHESTER CORPORATION'S OMNIBUSES WHICH HAVE SUPERSEDED THE TRAMS ON NORTH STATION ROAD.

U.S. Automobile Industry.—Information compiled by the National Automobile Chamber of Commerce, 366 Madison Avenue, New York, N.Y., shows that 5,621,709 units, i.e., 4,811,108 passenger cars and 810,601 trucks were turned out by the U.S. automobile industry and U.S. owned assembly plants in Canada during the whole of 1929, as against 4,601,130 motor vehicles produced in 1928. Comparison of the figures for the year 1929 over those for the 12 months of 1928 shows an increase of 19.8 per cent. in passenger car production and 41 per cent. in commercial vehicle production, or 22 per cent. in the production of all motor vehicles combined. A total of 1,009,595 motor vehicles, or 664,456 passenger cars and 345,139 trucks were sold outside the United States during the whole of 1929, compared to exports of 825,146 units (615,586 passenger cars and 209,560 commercial vehicles) during the 12 months of 1928, showing a gain of 8 per cent. in passenger car exports and 65 per cent. in those of commercial vehicles.

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NORTH-EAST COAST.

Municipal Bus Stations.—Associated bus companies who have agreed to use the Marlborough Crescent terminus in Newcastle have undertaken to pay between them £2,000 a year for facilities which are to be provided by the Corporation in the way of roofing, loading platforms, waiting rooms, etc. The annual payment is subject to re-adjustment, the Corporation not being desirous to make profit from the station.

Getting Rid of Bridge Tolls. — Over 12 months ago Alderman Rd. Mayne (Chairman of Newcastle Corporation's Transport Committee) carried a resolution in the City Council to enter into negotiations with the L.N.E.R. and the Redheugh Bridge Co. for the abolition of tolls on those bridges, so that traffic might be more evenly distributed. A deputation from the Corporation has been interviewing the Ministry of Transport on the matter, and some solution of the problem at an early date is hoped for.

City Tramways' Purchase. — Newcastle Corporation Transport Committee has placed a further contract with the Daimler Company for 10 double-deck and eight 32-seater single-deck Daimler buses, these making a total of 12 single-deck and 16 double-deck Daimlers, ordered by the Corporation, including its first order in September. Seven A.E.C. double-deck buses are also on order.

Higher Bus Fares.—From March 31st the bus fares on the Coast Road route between Newcastle and Whitley Bay and Newcastle and Tynemouth have been raised from 1/- to 1/2d. return. It was common knowledge that the fare was an uneconomic one. Newcastle Corporation, United Automobile Services, Wakefield's Motors, and the Tynemouth Tramways Co. have working arrangements on the Coast Road.

Blaydon Buses Sold.—Messrs. Robert Emmerson and Co., Ltd., have taken over the fleet of 25 buses belonging to the Blaydon "A" services which operate between Newcastle and Hexham.

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R.A.C. Tourist Trophy Race. — Amongst the entries received for the R.A.C. Tourist Trophy Race in Ulster on 23rd August next, are a team of three 8-cylinder front wheel drive Alvis cars; three supercharged Austin Sevens; four Alfa Romeos entered by Captain Malcolm Campbell; a Lea Francis entered by Mr. D. K. Mansell, the well-known motor cycle competition rider, and Triumph and Riley cars.

London Van Horse Parade. — The annual Parade of London's van horses will again be held in Regents' Park on Easter Monday, April 21st, and the Lord Mayor and Lady Mayoress of London will indicate their interest in this typical London function by arriving at noon to present the prizes. The exhibits will as usual come before well known judges including Lord Daresbury, Col. Percy Laurie, Sir George Hastings, and Sir Hugh Turnbull. The horses will naturally be varied in type, but each horse must be able to trot, and as the exhibits are judged on merit the small greengrocer's horse stands an equal chance against the "Prize winning" exhibits of the large London firms. Entries are coming in from practically every suburb and a large show is anticipated. Those who wish to view the parade should apply to Mr. R. A. Brown, Secretary, London Van Horse Parade Society, at 12 Hanover Square, London, as only a limited number of passes are available.

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HULL.

Proposed New Bridge Across the Humber.—The engineers, Sir Douglas Fox and Partners, called in by the local authorities of Hull, the East Riding of Yorkshire, and North Lincolnshire to advise on the alternative methods of bridging or tunnelling the Humber, have decided in favour of the former method. They estimate that an adequate road bridge can be constructed for £1,725,000, and that is what they recommend. Other estimates put forward by them are:—Railway tunnels (two tunnels, each 18 feet diameter), £4,600,000; road tunnels (two tunnels, each 27 feet 6 in. diameter), £7,200,000; and combined road and railway bridge, £4,000,000. They wipe out the idea of providing facilities for a railway, as they understand that the London and North Eastern Railway Company do not regard, as a commercial proposition worth consideration, the finding of the capital required for their share of a crossing. "In our opinion (they say) no case for the construction of a railway crossing can be established, and we advise that this feature of the proposals should not be pursued." The suggested bridge is of the cantilever type and would be thrown across the Humber, a little distance above Hull, between Hessle on the Yorkshire side and Barton on the Lincolnshire side. It would be 36 feet wide to carry four lines of traffic, and its total length, including approaches, would be 3¼ miles. To avoid interference with shipping going up the Humber to Goole there will be a central single span of 900 feet with a clear height of 90 feet, and there will be two anchor spans each of 264 feet, and 21 subsidiary spans each of 250 feet. The allowance under the central span is 15 feet more than on the Manchester Ship Canal, and six feet more than under the new Tyne bridge. Whether the scheme is carried into effect or not depends upon the amount of financial assistance the Government is prepared to give.

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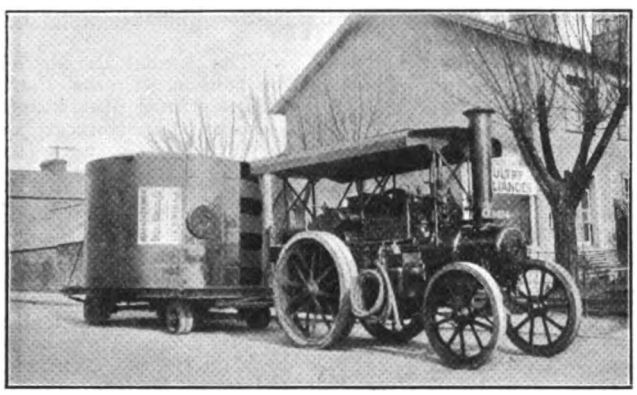
National Horse Association of Great Britain. — The Report of the Council of the National Horse Association of Great Britain for the year 1929 mentions that the Committee for the slippery roads campaign has been very active during the year, and the Chairman and members have undertaken an extended tour of the South Western Counties, covering some 975 miles and including the counties of Oxford, Wilts, South Devon, Somerset, Dorset, Gloucester and Buckinghamshire, while many other road inspections have been carried out in all parts of the country. The second report of this Committee recently issued to all members contains a full account of their activities, and the recommendations made with a view to finding road surfaces which will be safe for all forms of transport. A special sub-committee has been formed which replies to the various allegations constantly appearing in the daily press that the horse is the contributory factor of street congestion in London and the large cities, and the various repudiations of this statement have called forth the approval of a large number of firms utilising horse transport. It has been abundantly proved that the horse is the cheapest form of transport for short journeys, the only method possible for the small trader, and more adaptable in narrow thoroughfares. Further the Council maintain that horses are mainly used in streets collateral to main passenger routes, and to put any restriction on their use in, and the crossing of, main routes would debar them from less frequented thoroughfares, and be to the detriment of economic transport by traders. The horse for certain trades where short distances only are necessary is essential and cheaper.

Transport by Coulson & Co., Ltd. — Our illustration shows a Stator frame on an Eagle trailer, load 12 tons, being hauled by a Garrett tractor from the works of



COULSON & CO., LTD., TRANSPORTING A HEAVY STATOR FRAME.

the Steel Barrel Co., Ltd., at Uxbridge, to West Drayton. The transport was carried out by Coulson & Co., Ltd., heavy haulage contractors, Coronation Road, Park Royal, London, N.W.10.

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SOUTH WALES.

New Swansea Bus System.—The Swansea Watch Committee has received a report, which it has approved, which will mean the introduction to the Borough of a one-way gyratory bus routes system. The bus traffic will be divided into four sections—north, east and west and Town Hill sections, all of which will have defined one-way routes and stopping places and strictly limited, five minutes maximum, waits at town centres before making return journeys.

Tare Weights.—The police are active in South Wales examining into the correctness of stated tare weights of road vehicles. As fines have been imposed for incorrectness it would be well for owners to check such weights. Bagged and loose commodities sold by weight have also been inspected for production of weight tickets where weight exceeds two cwt., and weighbridges have also been a matter of police investigation for accuracy and to see that they have the Board of Trade stamp. A well-known firm was fined £2 for an unstamped weighbridge use. The accuracy of the machine was not questioned but it was of French make and had not been stamped by Board of Trade officials.

Cardiff's Parliamentary Bill.—The Select Committee of the House of Commons in refusing the application clause in the Cardiff Corporation's Bill for extra boundary powers of bus running by making arrangements with other owning local authorities for reciprocal inter-areas rights asked what, if power was granted for a twenty-four miles route, Cardiff to Merthyr, was to prevent authorities running buses to London and other long distance centres. The Committee also declined to admit a clause seeking undefined powers of control of buses running in the Cardiff area.

Haulage Rates at Swansea.—At Swansea Council meeting the matter of acceptance of low haulage tenders by committees was discussed. A member objected to tenders being on too low basis which tended, he said, to rule out many firms who rigidly adhered to rates of wages standard for their employees from tendering as the basis of tendering, he contended, often did not admit of profitable contracting and payment of standard wage rates. He asked how a tender at 9/6d. per day could possibly pay the standard rate of 9/- per day to employees and maintain horses and carts. The matter is having attention of council committees.

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Newbury District Bus Proprietors and Carriers' Association.—The Annual Dinner of the Newbury District Bus Proprietors and Carriers' Association was held recently at the "Hatchet" Hotel. Mr. W. Chalk, the Chairman of the Association, presided and the chief guest was Mr. Councillor C. W. Burns, Chairman of the Parking and Playing Fields Committee of the Town Council. A most enjoyable evening was spent. Mr. Burns in the course of his remarks emphasised the fact that the Carriers belonged to the oldest trade in the world. Transport became necessary when commerce began. It was a big factor in building up the Empire and in the development of the world.

S.M.C. Four and Six-Wheel Commercial Chassis.—The Sunbeam Motor Car Co., Ltd., of Wolverhampton, announce that the prices of the S.M.C. four and six-wheel commercial chassis are now as follows:—52/110 h.p. S.M.C. six-cylinder four-wheel chassis, £1,075; 70/142 h.p. S.M.C. six-cylinder six-wheel chassis, £1,550.

Change of Address.—The London address of Henry Wells Oil Co., Ltd., is now 736-739 Salisbury House, Finsbury Circus, London, E.C.2. The change was made as the firm required larger premises. The telephone number is Metropolitan 4283. The address for the firm's works is still:—Henry Wells Oil Co., Ltd., Salford, Manchester.

A.E.C. at Dublin Spring Show.—We are asked to announce that the Associated Equipment Co. will again be exhibiting at the annual spring show to be held at Balls Bridge, Dublin, May 7th—10th, where three representative types of the new A.E.C. range of vehicles will be on view. The A.E.C. Stand number will be 125.

Change of Address.—The new address of Messrs. U.M. (1928), Limited, Unic Concessionaires for Great Britain, is 303/305 Cricklewood Broadway, Cricklewood, N.W.2. Telephone: Willesden 6701-6702.

R.A.C. Provincial Offices.—In order to provide for the large extension of work produced by increased membership, the Royal Automobile Club last year found it necessary to enlarge and improve the office accommodation at the Club's Manchester, Leeds, Bournemouth, Birmingham, Newcastle and Liverpool offices. In addition a new Provincial office was opened in Edinburgh, and new port offices at Dover, Harwich, Folkestone and Liverpool. Extensions are also being carried out in connection with the offices at Cardiff, Oxford and Belfast. The R.A.C. Provincial offices are completely equipped for the supply of touring and other information, and are not only a great boon to members living in the locality, but also to those touring in the district and requiring a convenient local headquarters.

Mechanising British Canals.—Mechanisation plays an important part in the schemes of canal development now under the consideration of the Government. The £500,000 project submitted by the Grand Union Canal Company is a typical example. One of the chief objects of the promoters is to make their 240 miles of waterway, between London and Birmingham, suitable throughout its whole length for the passage of the most up-to-date mechanically-propelled boats. The process of mechanising the canals of this country has been in progress for many years, but much still remains to be done. Not only the bigger firms of boat owners, but canal carriers on a smaller scale are anxious to bring their equipment and methods into line with modern requirements. Before this can be done, however, wider and deeper canals, with banks specially protected against the effects of faster craft, are absolutely essential, and the decision of the Government in regard to the development schemes is anxiously awaited.

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Lancs. Canal Transport.—The Leeds and Liverpool Canal Company on last year's trading suffered a loss of revenue receipts principally in tolls to the extent of £7,149. During the year 1,618,556 tons (including 1,089,397 tons of coal) passed along the canal, an increase of 28,617 tons, yet the toll receipts were down because a large percentage of the tonnage was carried a shorter distance. Mr. R. W. Wickham who presided at the annual meeting at Liverpool referred to the amalgamation of four of their by-traders businesses under the title of Canal Transport Ltd. In view of the keen competition by road and rail, the directors considered that the four firms should be amalgamated. The problem of road competition would have to be tackled before long and some sort of traffic pool set up. It was a pity it was not tackled before so many vested interests had grown up.

Van Oppen & Co. Ltd. and the Italian Art Treasures.—The great Italian Art Exhibition at the Royal Academy has come to an end and the task of returning all the masterpieces for which they were responsible to their respective owners in Sweden, Denmark, Germany, Belgium, Holland, Switzerland, France, etc., has been accomplished by Van Oppen & Co., Ltd., International and Overseas Shipping and Forwarding Agents, of 90-91, Bartholomew Close, London. How this firm arranged for the collection and delivery of the pictures in London was

VAN OPPEN & CO., LTD., LOADING MASTERPIECES AT THE CLOSE OF THE ITALIAN ART EXHIBITION.

outlined in an interview we had with Mr. W. H. Brothers, the firm's international removals manager, and the information he then gave us was published in our January issue. The Louvre, Paris, and the Museum at Tours having suddenly decided to hold a short period exhibition desired to have the pictures returned to them very quickly. This meant that the pictures had to be taken from the walls of the Royal Academy immediately the exhibition closed at 9 p.m. on March 20th. A sling lift van was at the doors of Burlington House just as the lids of the last cases were being screwed down. The pictures were handed over safely to their French custodians in Paris on the Monday morning. We illustrate the pictures being loaded in one of Van Oppen & Co's. specially constructed lift vans at the Royal Academy, London under the supervision of Mr. Brothers. The photograph also shows Dr. Buschbeck of the Vienna Galleries as well as Mr. Roberts of Van Oppen & Co. Ltd. who escorted this particular van to the Docks, and we may mention that not only every van but every case of pictures, where they were sent separately was so escorted.

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MIDLANDS.

Signalling Perplexity at Wolverhampton.—Drivers of motors in Wolverhampton profess to be in a dilemma as to what the red, green and yellow lights really mean. The Borough justices held, in a recent case of a motorist who passed the danger light while there was no traffic, that as there was no other traffic about there was no negligent driving, but Mr. Edwin Tilley, the Chief Constable, says that if any motorist passes the red light he shall prosecute. Pedestrians now that they have got used to them look to the signals and not to the traffic when about to cross the road and signals are for the guidance of pedestrians as well as for vehicular traffic.

Suggested Cheaper Fares for Birmingham.—The Birmingham City Council on April 1st discussed the proposal to offer cheaper travelling facilities in the City. One proposal is a return fare of 4d. or something approaching that figure. Another is to provide cheap return tickets for bus and tram passengers arriving in the city before 9 a.m. The matter is left for report of the responsible Committee to be presented next July, but as a quarter of a million profit was made last year it is felt that some concession will be made.

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Institution of Automobile Engineers.—At the Annual Meeting of the Institution of Automobile Engineers held recently it was announced that Sir Herbert Austin would be President of the Institution for the forthcoming Session, the Vice-Presidents being Mr. C. R. F. Engelbach, Mr. L. H. Pomeroy, Mr. W. J. Tennant, and Mr. W. A. Tookey. It was also announced that the following had been elected to fill the vacancies on the Council: Mr. W. Cannell, Mr. R. F. Clayton, Mr. W. W. Constantine, Mr. C. K. Edwards, Mr. N. Endacott, Mr. A. J. Hancock, Mr. A. G. Ionides, Mr. A. E. Johnson, Mr. J. W. Mills, Mr. H. F. L. Orcutt, Maj.-Gen. S. O. Peck, Mr. G. S. Wilkinson, Mr. A. P. Young. The Summer Visit of the Institution will this year be held on Thursday, June 26th to Saturday, June 28th, inclusive. The members will proceed down the Thames by launch, visiting places of interest on the way, and will make their headquarters at Tilbury, from whence excursions will be made. The offices of the Institution are at Watergate House, York Buildings, Adelphi, London, W.C.2.

Nottingham Chamber of Commerce. Road Transport Committee.—In the Report of the Road Transport Committee of the Nottingham Chamber of Commerce presented to the Council of the Chamber on March 31st last it is stated that in spite of adverse trade conditions, the accounts showed an even larger increase in turnover than during the half year ending June 30th last. There was an increase of 10 per cent. on the whole of the traffic handled, and in connection with the "smalls" services the increase was approximately 25 per cent. A regular daily service had now been put into operation to serve towns in South Wales. The heavy traffic moved by the Department also continued to show an increase which undoubtedly would be much greater under better trade conditions. Mr. H. A. Bennett paid a tribute to the work of Mr. Donaldson Wright, manager of the road transport section and his staff, and said that undoubtedly the department was doing useful service. Sir Ernest Jardine, who presided, said that from his own experience, regarding the transport of typewriters, the Road Transport Department's service was cheaper and quicker than railway transport.

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SCOTLAND.

Bus Traffic Regulations. — Glasgow Corporation have imposed strict regulations on bus services within the city boundaries. The Chief Constable is also asking for additional conditions for insertion in certificates to be granted at the next annual licensing court. One of the new proposals is that a bus shall not be driven at an exceptionally slow speed for the purpose of allowing passengers to enter or leave at unauthorised places.

More Mergers.—The Scottish Motor Traction Company are continuing to extend their interests. Mergers and amalgamations with services on the East Coast have been carried through. The railway companies it is understood are taking part in these extensions and developments which have now assumed a big scale.

Removers Busy.—Orders for removals in Scotland are coming in and between now and May several firms will be kept busy. In this connection the horse-drawn vehicle is still holding its own more particularly for smaller loads. While motor vans are increasing the horse is not so extinct an animal as some people suppose and a Scottish authority has stated that there are some 3,500 in regular work in Glasgow alone.

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Twelfth Congresss of the Federation of Chambers of Commerce of the British Empire.—The Twelfth Congress of Federated Chambers of Commerce of the British Empire will be opened by H.R.H. The Prince of Wales on Monday, May 26th next, and will continue throughout the week. The Sessions will be held at the Guildhall, London, through the courtesy of the City Corporation. The

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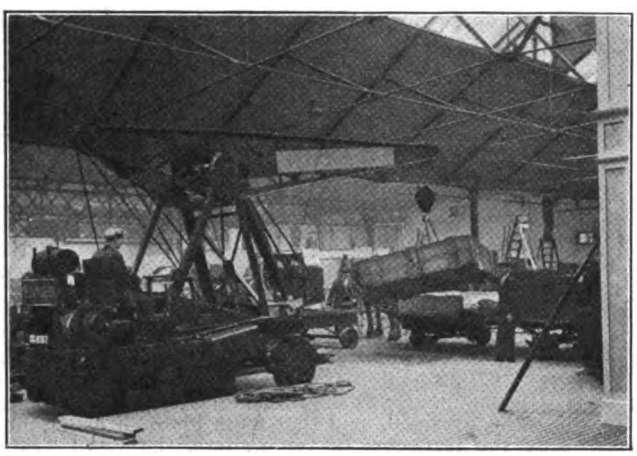
Congress will be a great assembly of representatives of commerce and industry from all the principal cities of the British Empire. The object of the Congress, in brief, is to find the best method of rationalising trade and industry within the Empire; to bring about, as far as possible, uniformity in commercial law; to improve methods of communication and transport; to substitute arbitration for legal procedure in commercial disputes; to remove the trade barriers which hamper the free exchange of goods within the Empire; to develop Empire production; to educate the coming generations to a thorough knowledge of the Empire; to ensure that every citizen of the Empire shall first buy from, and sell to, his fellows within the boundaries of the Empire. An attractive brochure dealing with the Congress has been issued giving details of various tours arranged and of social functions to be held. The offices of the Federation of Chambers of Commerce of the British Empire are at 97, Cannon Street, London, E.C.4 and the Secretary is Mr. A. de V. Leigh, M.B.E., M.A.

Morris Crane for Exhibition Work. — The interesting photograph which we reproduce has been lent to us by Messrs. Beck & Pollitzer, the well-known road transport contractors, shipping and forwarding agents and removal contractors of Queen Victoria Street, London, E.C. Messrs. Beck & Pollitzer have also a very important Exhibition Department in which they specialise in all work connected with the numerous large exhibitions held in the course of the year. Our illustration shows a crane built by Herbert Morris, Ltd., Loughborough, capable of lifting five tons, engaged in exhibition work at the Royal Agricultural Hall before the last Laundry Exhibition. This crane is specially suitable for this class of work, and, if required, can be transported under its own power.



A HERBERT MORRIS 5-TON CRANE USED BY BECK & POLLITZER IN CONNECTION WITH THEIR EXHIBITION WORK.

Walter Gammons Limited Open a Shipping Department.—Walter Gammons Limited, the well-known Road Transport Contractors, head office, 65-66 Basinghall Street, London, E.C.2, have opened a Shipping Department which will be concerned solely with the Export trade and not Imports. After careful study of all the facts, the firm have come to the conclusion that our vanishing Export Trade is due to the fact that British Manufacturers have not been educated up to the changed conditions abroad, and that the Foreign and Colonial Buyer is expecting from him more than ever before. For the purpose of bringing the British Manufacturer in closer touch with Export requirements, Walter Gammons Limited have opened a Shipping Department in charge of one who has had over twenty-four years' experience in the Export Trade, including many years Abroad, and included in the service the firm offer to the Manufacturer are the following: To take a manufacturer's price list or catalogue and work out for him the prices of his goods delivered to all ports of importance in the world; At Messrs. Gammons' own risk to collect and deliver the goods at destination for the difference in prices as calculated by them; To prepare and see through all Shipping Documents, Insurance, Consular and Preferential Invoices, Customs, etc., as required. It is pointed out that the scheme will not in any way affect any existing arrangements manufacturers may have as regards Export Agents or Agents overseas. The firm will act only for British Manufacturers.

Road Transport Insurance.—Messrs. Edward W. Tilling and Thomas Wolsey, who are on the Board of Thomas Tilling, have ceased to be directors of the Road Transport and General Insurance Company. Mr. John F. Heaton also has resigned his position as Vice-Chairman.

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IRISH FREE STATE.

To Check Overcrowding of Buses in Cork.—With a view to the checking of overcrowding of buses in Cork City, bus conductors, as well as bus drivers, have to be licensed, under the control of the Cork City Manager. Recently, a bus conductor was summoned for having acted as bus conductor without a Corporation licence. It was the first prosecution of the kind, and the defendant was fined the nominal sum of one shilling. His Solicitor submitted in Court that bus conductors in Cork were not aware of the necessity of being licensed. Mr. Galvin, the Solicitor for the Corporation, said that the importance of having bus conductors, as well as bus drivers, duly licensed, was realised in order to prevent overcrowding on buses.

The Question of Reducing the Licence Tax on Motor Lorries Fitted with Pneumatic Tyres in the Irish Free State.—The question of seeking for a reduction of the licence tax on motor lorries fitted with pneumatic tyres in the Irish Free State came on for consideration at a meeting of the Council of the Cork Incorporated Chamber of Commerce and Shipping recently. The fact that there is an allowance of 20 per cent. off the licence tax of such vehicles in Great Britain was discussed, and the Council decided to recommend to the Association of Chambers of Commerce of the Irish Free State that application be made to the Minister for Finance for a similar concession for the Free State.

In Parliament.

The Tariff Truce Conference. Mr. Wardlow-Milne asked the President of the Board of Trade when he expected to be able to give the House the results of the Conference in regard to the proposed traffic truce; and whether it was his intention to issue a White Paper on the subject? In reply, **Mr. W. Graham** said he could not say when the Conference would conclude its labours. The proposals of the Conference in their final form would be communicated to the House.

Railways and Road Transport. Mr. Albery asked the Minister of Transport approximately to what extent the road transport systems of the country were now controlled by the railway systems? Replying, **Mr. Herbert Morrison** said that the proportion of the passenger road transport undertakings of the country actually controlled by railway companies, was, he believed, small. At the same time he understood that the railway companies had acquired financial interest in a large number of such undertakings. As to goods services by road, apart from their collection and delivery services, the railway companies had, so far as he was aware, as yet acquired no considerable interest.

Washington Hours Convention. Mr. Mander asked the Minister of Labour to what extent the legislation passed by other countries with reference to the Washington Eight Hours Convention was dependent as to its coming into force on similar action being taken in this country? **Miss Bondfield** (the Minister of Labour) said that the following countries had ratified the Convention, but on condition that their ratification did not become operative until the Convention had been ratified by other countries, of which Great Britain was one: Austria, France, Italy, Latvia, Spain. **Mr. Mander:** Does that not show the urgent importance of passing a Measure through the House? Can the Right Hon. Lady give any undertaking as to when it is going to be introduced? **Miss Bondfield:** I agree that it does, and I hope I shall be able to introduce a Bill before very long.

Rear Lights and Reflectors on Road Vehicles. Asked whether he could state the number of persons prosecuted during the 12 months ended to the last convenient date, under the Road Transport Lighting Act, 1927, for not being provided, between the hours of darkness, with a red rear light or, alternatively, an efficient red reflector? **The Secretary of State for the Home Department** (Mr. Clynes) said that figures were not available for the whole country, but in the Metropolitan Police District the number of prosecutions taken during the 12 months ended 31st December, 1929, in respect of failure to provide a red rear light or an efficient red reflector during hours of darkness, was 4,935.

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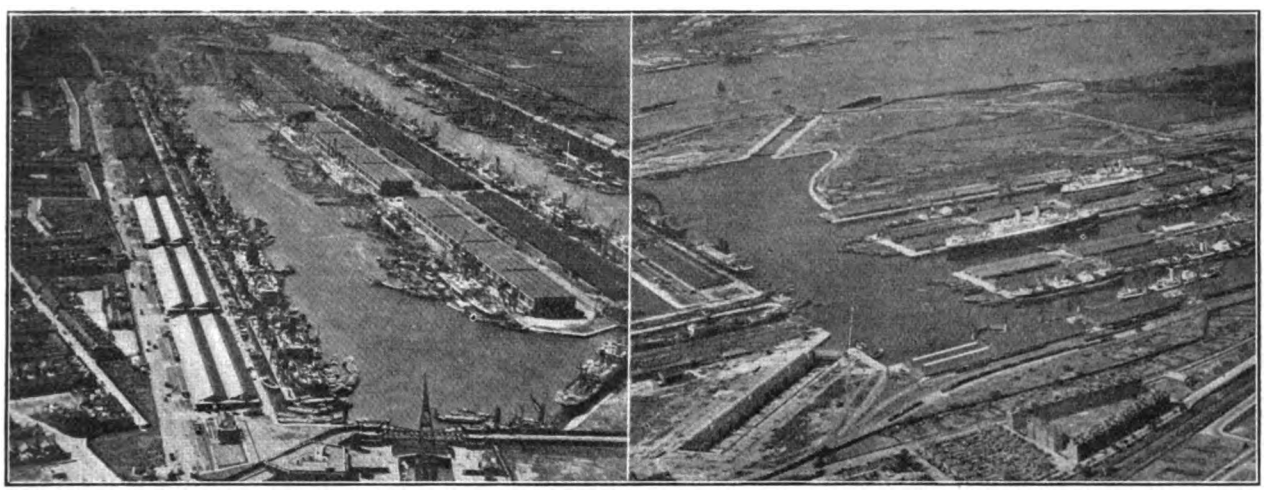
The Port of London Authority.

Twenty-One Years of Progress.

Twenty-one years have now passed since the Port of London Authority was entrusted with the control of the world's greatest port.

The task they were called upon to face at the outset of their career was a very serious one as will be seen from the concluding paragraph of the report of the Royal Commission, appointed in 1900, and which ably summarised the disabilities from which the Port then suffered and indicated the complex character of the responsibilities which would devolve upon the body entrusted with their amelioration.

"Our enquiry into the conditions of the Port of London," states this historic pronouncement, "has convinced us of its splendid natural advantages. Among these are the geographical position of the Port; the magnitude, wealth and energy of the population behind it; the fine approach from the sea; the river tides strong enough to transport traffic easily to all parts, yet not so violent as to make navigation difficult; land along the shores of a character suitable for dock construction and all commercial purposes. In addition to these advantages, London possesses docks, which though they are not in some cases upon the level of modern requirement, are yet capacious and capable of further development. The deficiencies of London as a port are not due to any physical circumstances but to causes which may easily be removed by a better organisation of administrative and financial powers. The great increase in the size and draught of ocean going ships has made extensive works necessary both in the river and in the docks, but the dispersion of powers among several authorities and companies has prevented any systematic execution of adequate improvements. Hence the Port has for a time failed to keep pace with the developments of modern population and commerce and has shown signs of losing that position relatively to other ports, British and foreign, which it has held for so long. The shortcomings of the past cannot be remedied without considerable outlay. We are, however, convinced that if in this great national concern energy and courage be shown there is no reason to fear that the welfare of the Port of London will be permanently impaired."



LEFT: KING GEORGE V AND ROYAL ALBERT DOCKS. RIGHT: TILBURY DOCK (NOTE NEW DRY DOCK IN BOTTOM LEFT HAND CORNER).

The Authority and its Powers.

As constituted by Act of Parliament, the Authority consists of 28 members, one of whom is appointed by the Admiralty, two by the Ministry of Transport, four by the London County Council, two by the Corporation of the City of London, and one by Trinity House, and the remaining 18 being elected by the payers of rates, wharfingers and owners, and owners of river craft. The Act also empowers the Authority to appoint a Chairman and Vice-Chairman from outside their number.

The first Chairman, who was appointed by the Board of Trade was Sir Hudson Ewbanke Kearley, M.P., and he continued to hold office until 1925, when on his retirement he was succeeded in 1925 by the Right Honourable Lord Ritchie of Dundee. Viscount Devonport, as he became, had been Parliamentary Secretary to the Board of Trade and had played an important part in the passage of the Bill through Parliament.

The duties vested in the Authority were to take over and make good any deficiencies in accommodation, equipment and service both for ships and goods; become conservators of the estuarial waters of the Thames; police the docks; take over the duties and powers of the Watermen's Company relative to the registration and licensing of craft and boats and the control of watermen, draw up a schedule of rates for approval by the Board of Trade and generally "take into consideration the state of the river and the accommodation and facilities afforded in the Port of London and take such steps, subject to the provisions of the Act, as they may consider necessary for the improvement thereof."

The purchase price fixed by the Act was, it may be pointed out, £22,362,859, bearing annual interest charges of £802,993. Other liabilities had also to be taken over and at the close of 1910 the capital expenditure of the Authority amounted to £23,028,166. At present the total authorised borrowing powers stand at £43,000,000, out of which there is an unexercised balance of over £4,242,042.

The Improvement of the River.

The first task of the new Authority was to deepen or otherwise improve the navigable channel, as instances were cited before the Commission of vessels having passed Gravesend en route to some up-river dock being compelled to return because they missed the tide and there was no suitable anchorage in the intervening reaches. The scheme upon which the Authority embarked was a comprehensive one as it embraced the whole fairway from the Nore to London Bridge, so that the famous Pool was brought within the scope of its operation. Its completion involved the removal of 47,000,000 tons of material at a cost of £2,000,000.

This extensive dredging programme was commenced in 1910, but its completion was retarded during the War owing to the difficulty of obtaining suitable labour and the fact that the Government requisitioned a considerable part of the plant. In all 26 vessels were chartered from the Authority, some of which were converted into tankers and others into general cargo carriers, the remainder being utilized for their original purpose of dredging.

With regard to this phase of the Authority's activities, it is interesting to note that during the year 1928-29 the quantity of material removed during the maintenance and improvement of the channels was close upon 2,000,000 cubic yards while the mud dredged from the docks was over 1,000,000 tons.

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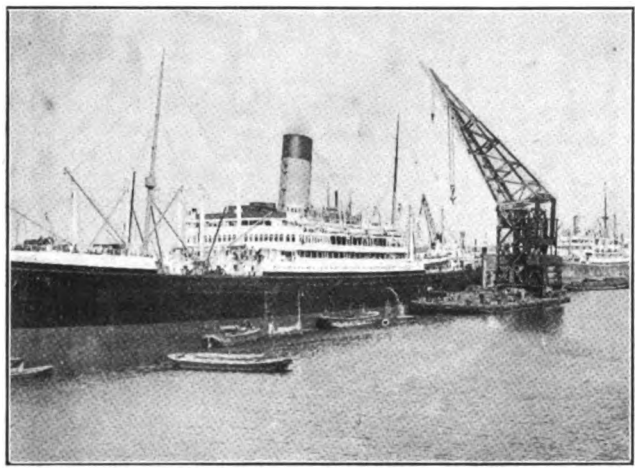
The tendency of shipowners to build bigger ships has, since the Authority came into existence, become still more pronounced, and the fact that it was so intelligently anticipated by the channel they decided upon shows that they read the signs aright and were determined that the port should be prepared to meet such developments. No shipping undertaking using London as its home port has to consider the depth of the navigable channel to the main London Docks when designing a new ship, as the present fairway admits of the passage of deeper vessels than London owners have yet built, or are likely to build for years to come. The average size of the units of some of the merchant fleets based on London is very striking and shows that the Thames, both in its sea approach and its docks, merits, equally with any other harbour, the appellation of "deep water" port. Thus the Orient fleet averages 16,785 tons, Nelson Line 14,130, Aberdeen and Commonwealth Line 12,958, Atlantic Transport 11,221, P. & O. 10,837, New Zealand Shipping Company 10,398, and Shaw, Savill and Albion 10,606 tons.

Of "20,000 tonners" there are quite a number which regularly use the port. Orient Line have five of these leviathans and the Atlantic Transport two, while the enterprise of the P. & O. has required that they should have reinforced their fleet with vessels of this size; some of the Cunard ships included in their London services are also of this size. By day or night they have been able to navigate the channel and the entrances to the docks, and the immunity from accident in so doing directs attention not only to the spaciousness of the fairway and



THE S.S. "MINNETONKA" IN THE KING GEORGE V DOCK WITH THE P.L.A. 150-TON FLOATING CRANE ALONGSIDE.

the absence of awkward angles but also to the excellence of the buoying and lighting system and the efficiency of the pilotage service.

Dock Improvements.

The docks have a water area of considerably over 723 acres with 33 miles of quays, enormous warehouse accommodation and dry docking facilities which are equal to present-day demands and have recently been supplemented by a new dry dock at Tilbury 750 feet in length and which, should the necessity arise, can be extended to a total length of 1,000 feet. Some features of the development programme have already been mentioned as effected either prior to, or during the War period. Among the later works carried out is, of course, King George V Dock. With the other "Royal" docks, Victoria and Albert, the group has a water area of 245 acres, the largest sheet of dock water in the world. The entrance lock to King George V Docks is 800 feet long with a width of 100 feet and a depth on sill of 45 feet. The Graving Dock adjacent has a length of 750 feet and a width of 100 feet. The north side of the dock is equipped with 3 pairs of sheds, the top floors of which extend over each pair. The cargo handling equipment embodies the latest economical practice. On the quay side are 18 3-ton electric luffing cranes of 60 feet radius and there are two lines of railway. The upper floors of the warehouses have a verandah on their quay side on which goods intended for storage are deposited. Underslung electric cranes of 1-ton capacity with 5 motions move this merchandise as required and also lower it into road or rail vehicles on either side of the warehouse. Runabout electric cranes and trucks operate in other parts of the warehouses and cartage areas while electric wall cranes are also included in the equipment. The opposite side of the dock, which has a length of over 4,500 feet, is of unique design. Parallel to the quay and 32 feet away from it are seven dolphins, 522 feet by 22 feet, to the outside of which the ships are moored, the space between quay and dolphins being for barges. Each dolphin has 6 movable 3-ton electric cranes and cargo is transferred between ship, barge or adjacent single storey transit shed, on both sides of which are special facilities for dealing with railway traffic. This group of docks enjoys an enormous transit trade, the net tonnage of the shipping using them in a year being about 8,000,000 tons, while 1,200,000 tons of produce pass over their quays.

The most seaward of the London Docks are at Tilbury, 26 miles below London Bridge. Here the Authority have made big improvements and are still engaged upon the final stage of a very comprehensive scheme. These docks form the most modern section of the estate, dating back no longer ago than 1886. In 1912 the extension of the main dock was commenced and was completed in 1917. This added 17 acres to the water area while the capacity for goods was increased by the 3 transit sheds which were erected.

These additions to Tilbury's facilities, however, required to be supplemented when the big ships now running between London and Australia were projected. The new Scheme included a graving dock 750 feet by 110 feet by 37½ feet and a lock entrance 1,000 feet long 110 feet wide and 45½ feet below Trinity High Water and equipped with the most modern plant and devices for overhaul or repair work. These facilities came into operation in September, 1929, a year ahead of the contract time.

The part of the Scheme, however, which has most appeal to the public imagination is the Passenger Landing Stage, work on which was commenced in 1926. This floating structure has a length of 1,140 feet and a depth alongside of 30 feet at low water so that ocean liners can go alongside and land or embark passengers at any state of the tide. Bridges connect it with a commodious hall for the examination of baggage and the new station which the London, Midland & Scottish Railway are building, whilst adjacent is the Tilbury Hotel, of which the Port of London Authority are the proprietors. These new facilities should do much to popularise London as an ocean passenger port. During recent years this business has grown considerably despite the inconveniences attaching to embarkations or debarkations in dock or by tender.

In 1925 the P.L.A. ordered a self-propelling floating crane capable of lifting 150 tons. This vessel, the "London Mammoth," has shown herself to be a very useful asset to the Port.

The Surrey Commercial Docks, the only docks on the south side of the river, have been materially developed. Their combined area is 378 acres, and they cater for the Canadian Trade and the Soft-wood imports into London. Of these, the quantity of timber landed on the quays amounts to well over 450,000 tons in a year, in addition to that discharged overside into barges. Of storage there is 74 acres of storage space in the open and 70 acres under cover and the improvements carried out have been mainly in the direction of increasing the shed accommodation. New discharging berths have also been provided and an impounding plant will maintain a constant level of water throughout the whole system.

London's Supremacy.

There are several standards by which the relative positions of British ports may be assessed. One is the value of Import and Export trade which they handle. Taking this as a basis, London easily occupies first place, as it also does in regard to the volume of shipping using its facilities and the amount of tonnage registered. The total imports and exports of the United Kingdom for the year 1928, exclusive of coastwise goods were valued at £2,039,460,746, and of this enormous business London handled more than one third! How this compares with our other leading ports is shown in the accompanying table:—

	Value of imports and exports in £'s.
United Kingdom	2,039,460,746
London	692,730,351
Liverpool	485,386,171
Hull	108,349,364
Manchester	98,464,723
Southampton	94,885,022
Glasgow	88,181,943

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Shipping Traffic.

The Board of Trade statistics relative to the shipping trade of the United Kingdom, as gauged by arrivals and departures of the ships engaged, show that London enjoys an overwhelming supremacy.

Thus during the twelve months ending December 31st, 1929, the last year for which complete figures are available, the net tonnage of vessels that arrived and departed from the port was over 57½ million tons. How this compares with other ports is shown in the following table:—

Port.	Arrivals and Departures.
London	57,540,136 net reg. tons.
Liverpool	34,851,572 "
Southampton	25,073,822 "
Hull	12,016,146 "
Manchester	8,400,598 "
Bristol	7,033,046 "
Other Ports	217,205,157 "

Liverpool Shipping and Forwarding Agents' Association.

Proposed Benevolent Fund. — For some months the Council of the Liverpool Shipping and Forwarding Agents' Association (Inc.) has had under consideration the desirability of establishing a Benevolent Fund, the need for which in these days of rapid change, must be immediately manifest. The Council has taken legal opinion, and is advised that it is not possible to employ the surplus funds of the Association for benevolent purposes, without altering the memorandum of the Association. It has, therefore, been decided not to do anything at the moment, though the subject might be approached from a different angle. It is certain that if a fund were created on a contributory basis, and its advantages put before staffs and the principals of all the Merseyside shipping and forwarding agents, the cause would command ready sympathy.

At the last meeting of the Council consideration was given to the campaign of the Liverpool Organisation for encouraging the sales of goods made in Lancashire. The Council voted ten guineas to the fund.

Freight Anomalies.—Mr. S. L. Jude, who attended the meeting of the Railway Traders' Conference, reported that there was some discussion on the question of differential rates on cotton piece goods from Manchester to Birkenhead and Liverpool respectively. Members of the Association take the view that the Birkenhead—Manchester rate should be 6s. 10d. as against 9s. at present, so as to make the respective rates for Birkenhead and Liverpool uniform. The railway companies replied that the Liverpool rate had been introduced so as to meet the competition that was exerted by road haulage companies, but apart from that, the extra mileage to Birkenhead, about 16, justly entitled them to the extra remuneration. The chief argument, however, was that of retaining or regaining traffic from the road hauliers.

Loss of Goods in Transit.—Efforts are being made by the Association in conjunction with other bodies, to persuade the railway companies to accept liability for loss of goods in transit as was the case before the last Railway Act operated. This contention has been advanced in various parts of South West Lancashire, notably in the cotton spinning towns, where traders take the view that the railway companies should shoulder the risk of loss or damage by fire. While the railway companies do not refuse *ex gratia* payments in respect of some claims they strongly resist the argument that they are under any legal obligation to meet claims for loss or damage. The Council of the Liverpool Shipping and Forwarding Agents' Association has decided to support the United Trades Association in their efforts to get the railway companies to accept responsibility.

L.M.S. Cargo Service.

Commencing on April 1st the London, Midland and Scottish Railway, who run in conjunction with the Tilbury-Dunkerque Steamship Service, inaugurated a daily service in each direction for the transport of fruit and vegetable traffic from the Continent. The service will be continued until the end of September. Two fast steamers, the s.s. "Crossbill" and s.s. "Coniscrag" maintain the service. The steamer from Dunkerque is timed to arrive at Tilbury at midnight; the return journey is usually made in ballast. Special train services have been arranged on the Continent to connect with the cargo boats from Dunkerque. On this side of the Channel a special service connects the boat, and traffic arrives in London in time for the early morning markets. Particular advantage is given in transit for traffic to the Provinces which is sent direct, thus avoiding transhipment and cartage in London.

Manchester Shipping and Forwarding Agents' Conference.

In our report of the Annual General Meeting of the Manchester Shipping and Forwarding Agents' Conference, given in the March issue of this journal, we regret that by an unfortunate transposition in the information supplied to us we announced the election of Mr. Norman N. Bird as Chairman, whereas Mr. H. P. Lumb, who had occupied this important position previously, was re-elected for the ensuing year. Mr. H. P. Lumb, who is a Director of The British Commercial Transport Co. (Northern), Ltd., has done good work for the Conference as its Chairman. Mr. N. N. Bird, who was re-elected Vice-Chairman, holds a similar position in the National body, the British Association of Shipping and Forwarding Agents.

MR. H. P. LUMB, CHAIRMAN.

Cardiff as a Transatlantic Port.

Owing to the sailings from Cardiff of Transatlantic Passenger Liners during the past few years, public attention has been very generally drawn to the excellent facilities of the Port for Liner traffic—its reputation as a coal-shipping and general cargo port having previously been world-wide. The Canadian Pacific Liner "Minnedosa" berthed at the Queen Alexandra Dock on 26th March, and sailed the same day with about 250 passengers mainly emigrants. The s/s "Minnedosa" belongs to the fleet of the Canadian Pacific Railway, operating between this country and Canada. With a length of 520 feet, a breadth of 67 feet and a depth of 41 feet, the s/s "Minnedosa" has a gross tonnage of 15,186 tons. The arrangements for the docking of this vessel were in the hands of the Great Western Railway Company, the owners of the South Wales Docks. The Queen Alexandra Dock, in which the vessel was accommodated, has a deep water area of 52 acres, and a lock entrance 850 feet long and 90 feet wide. The Great Western Railway Company made special arrangements for passengers from London and the South of England, by running special non-stop boat trains to the steamer's berth in the Dock. The trains ran over lines specially constructed a year or two ago by the Great Western Company, which enable the special trains conveying the emigrants to run direct to the commodious shed alongside the quay where the Liner was berthed, thus ensuring the utmost comfort and convenience for the passengers. The Customs and other formalities are conducted in the shed, and the passengers walk direct therefrom on to the Liner.

REUTERS TRADE SERVICE.—By special arrangement with Reuters Trade Service we are publishing news items from all parts of the world dealing with transport matters.

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International Federation of Forwarding Organisations.

The third congress of the International Federation of Forwarding Organisations will be held at Antwerp on Thursday, June 5th next. The actual place of meeting has not yet been decided upon and will be announced later.

Social gatherings have been arranged spread over the period from Wednesday, June 4th, to Friday, June 6th.

The business meeting is timed to begin at 9.30 a.m. on June 5th, when, in addition to routine business the following matters amongst others will be discussed:—

To elect the required number of arbitrators from the names submitted by the affiliated organisations in the various countries.

To consider proposed general conditions of carriage applicable to the forwarding trade.

To consider the adoption of a system of universal nomenclature for services rendered by forwarding agents.

The advisability of publishing a list of members of bodies affiliated to the federation.

Unification of custom house formalities.

International terms of payment.

Discussion of questions relating to licensing conditions for the forwarding trade.

Creation of a uniform insurance policy.

To consider a resolution regarding negotiable bills of lading.

To adopt the annual report.

Associations affiliated to the Federation are cordially invited to send delegates to the congress. Should any affiliated organisation wish to bring forward any matter for discussion, they are requested to kindly send particulars to the General Secretary of the Federation as quickly as possible.

The social arrangements for the Congress are in the hands of a special committee consisting of Belgian Colleagues of the Federation acting under the Chairmanship of M. de Ryckere, Antwerp, Rue de l'Olivier 17.

On Wednesday, June 4th, a new film dealing with the port and docks of Antwerp will be exhibited by the Town Council in the Town Hall.

On Thursday, June 5th, the various Boards of directors of the shipping and forwarding companies of Antwerp will hold a reception. At 1 p.m. the delegates to the Congress are to be entertained to luncheon by the Town Council at the Town Hall.

In the afternoon a visit will be paid to the docks of Antwerp, a special steam launch being placed at the disposal of the delegates and guests.

In the evening there will be a banquet.

On Friday, June 6th, delegates will take part in an excursion to Liege by kind invitation of the shipping and forwarding agents in that town. There will be an official reception by the Town Council of Liege and a visit will be paid to the International Exhibition as well as to several works and places of interest.

If the business meeting does not conclude on Thursday, June 5th, the discussions will be resumed on June 6th at Liege.

The Federation hope that as many members as possible accompanied by their ladies will take this opportunity of visiting Antwerp, as they will be able to combine business with pleasure and inspect the treasures of some of Belgium's greatest towns.

The Gladstone Dock Electric Model.

The Exhibit of the Mersey Docks and Harbour Board at the Antwerp Exhibition, to be opened at the end of April next, consists of an electric model showing a section of the River Mersey and the latest and most up-to-date of the North Docks at Liverpool, including the new Gladstone Docks, which were opened by His Majesty, King George V., in 1927. Only a section of the Port of Liverpool can be shown because of the large scale.

The model is constructed to a scale of 30 feet to one inch, which enables the spectator to visualise the great extent of these particular docks, and more especially to see the ease with which the largest vessels afloat can dock and undock, through the Gladstone Entrance Lock at any state of the tide, which has a range of 30 feet between high and low water. Such facility enables vessels to pass from the Gladstone system, to the other docks to the southward, at all hours.

In detail, the model shows all docks, warehouses, railways, cranes and other salient features, accurately modelled to scale, together with eighteen steamers, representative of those regularly trading to the Port of Liverpool, all afloat in the docks or river. Two of these steamers enter the Gladstone Docks, move to their respective discharging berths and pass out again into the River Mersey, at varying stages of the tide; while another vessel steams directly up and down the river.

If the tide is high the dock gates will open automatically, but if high water is passed or has not arrived, the vessel will enter the lock, the outer gates will be closed, the water in the lock levelled to the water level in the dock, and the inner gates opened to allow the vessel to proceed to her berth. As can be imagined the mechanism required to carry out the movements is both extensive and intricate. The electrical plant has required to be specially constructed, and the general construction to carry the tracks and the heavy tanks is much more elaborate than will appear on the surface. The delicate mechanism to regulate the rise and fall of the water, open the dock gates and alter the strength of the magnetic current, though not visible, is worth noting.

Port of London Authority.

The following 21st Birthday message has been received from the Rt. Hon. David Lloyd George by the Port of London Authority:—"It gives me very special pleasure to congratulate the Port of London Authority upon its coming of age. As President of the Board of Trade, I was responsible for framing the Act of Parliament by which the Authority was set up, and my last task before passing from the Board of Trade to the Exchequer, was to introduce this measure before the House of Commons. Looking back now across the years it is a source of deep gratification to know how well and truly laid were the foundations of the new body, and how valuable and efficient has been the superstructure of achievement which the Authority has accomplished for the benefit, not only of London, but of the commercial prosperity of the whole nation. I am confident that in the coming years the Port of London Authority will advance still further on its already magnificent record, in its maintenance and improvement of the river and riverside services of London as a port for the merchandise and the ever-growing commercial intercourse of the world."

* * * *

The Hon. T. M. Wilford, K.C., High Commissioner for New Zealand, on March 20th, accepted on behalf of the New Zealand Government, a framed water-colour painting of a scene in the Port of London, from Lord Ritchie of Dundee, representing the Port of London Authority. The picture shows a vessel being discharged at the Royal Albert Dock, and has been specially painted for the Port Authority by Mr. W. Walcot, R.B.A., and is intended to be hung in Parliament House at Wellington. The link between New Zealand and the Port of London is a very strong one. In 1882 the first shipment of about 106 tons New Zealand frozen meat was received in the Port and from this small beginning the great New Zealand meat exporting trade has been built up very largely through the selling, distributing and financial facilities of London. A similar policy of centralising in London the disposal of the bulk of New Zealand exports to the United Kingdom of dairy produce and fruit has been equally successful. The development of New Zealand trade in London has been encouraged by a good deal of capital expenditure on dock handling and storage facilities by the Port of London Authority.

* * * *

The utility of the new entrance lock over the old lock at Tilbury Docks was well illustrated recently when the R.M.S. "Chitral," 15,248 tons, was docked at low water, an achievement which could not have been accomplished with the old entrance. The operation involved admitting 1,760,000 cubic feet or 50,000 tons of water through the sluice from the dock in order to lift the vessel 16 feet to the dock water level.

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News from the Ports.

Your Exports to the Baltic.—Pickfords & Hay's Wharf Shipping and Forwarding Co. Ltd., have issued an attractive folder illustrating the various wharves on the Thames controlled by their organisation. The firm load and discharge the steamers of the United Baltic Corporation to Danzig, Memel, Libau, Riga and Reval and The Polish-British Line to Danzig and Gdynia. Goods are conveyed direct to the steamer's loading berth and shipped immediately with the one handling. All goods from the provinces should be consigned to Hay's Wharf, Ltd., to the order of Pickfords & Hay's Wharf Shipping & Forwarding Co., Ltd., 55 Great Tower Street, London, E.C.3.

Europa Beats Bremen's Record.—The New Norddeutscher Lloyd Liner Europa beat her sister ship Bremen's record for the Trans-Atlantic crossing, and has thus duplicated the Bremen's achievement of winning the Blue Riband on her maiden voyage. Her sea-time was 4 days, 17 hours and 6 minutes. The Bremen's time between the two points which are universally accepted as the starting and finishing points, namely the Breakwater at Cherbourg and the Ambrose Channel Lightship, New York Harbour, was 4 days, 17 hours, 42 minutes, or an average speed of 27.83 knots.

The Hamburg Amerika Line. Annual Report.—The Annual Report of the Hamburg Amerika Line shows gross receipts of 59,500,000 Marks (just under £3,000,000), or a net profit of 11,500,000 Marks (£550,000). The Company's tonnage at the end of the year amounted to 1,110,618 tons gross. Eight fast freight steamers are under construction with a total tonnage of 58,000.

Southampton Docks.—The past few months have witnessed several changes in the Southern Railway Company's fleet of cross-Channel steamers based at Southampton. One of the Company's smallest freighters, the "Cherbourg," after rendering useful service over a lengthy period of 57 years, has been disposed of, whilst the "Alberta" which until December last was a popular unit of the passenger fleet engaged on the Channel Islands service has also completed her long career under the Company's flag. Transport facilities with the Channel Isles will, this season, be considerably enhanced by the addition of two new steamers to the service in the "Isle of Jersey" and the "Isle of Guernsey." These ships have only recently been delivered from the builders' yard at Dumbarton, and besides being most commodious embody all the latest improvements for the comfort and convenience of passengers by this route. The "Isle of Jersey" made her inaugural trip from Southampton on the 12th March, whilst the "Isle of Guernsey" will also be placed on the service in time for the Easter traffic. A very notable addition to the Rotterdam Lloyd's fleet engaged in the passenger and freight service between Southampton and Java is represented by the placing in commission of the motor vessel "Baloeran" of 18,000 tons gross. This is the first of two new ships ordered by the Company for their Dutch East Indies trade.

Portuguese East Africa. Steam-Driven Tug.—His Majesty's Consul-General at Lourenco Marques reports that the Marine Department of the Colony of Mozambique is calling for tenders, to be presented in Portuguese East Africa by the 26th April, 1930, for the supply and delivery of a steam-driven tug. Firms desirous of offering British built tugs can obtain further particulars of this call for tenders upon application to the Department of Overseas Trade, 35, Old Queen Street, London, S.W.1 Reference number A.X. 9263 should be quoted.

Cardiff New Officials.—Mr. John Powell (John Powell and Co., Cardiff) has been elected President of the Cardiff Chamber of Commerce. He is Chairman of the South Wales Coal Exporters' Association and on the Executive of the British Coal Exporters' Federation. Mr. D. Rupert Phillips (Chairman and Managing Director of Franklin, Thomas & Co. [Ltd.]) has been elected Vice-President, and Mr. J. W. Duncan is the other Vice-President. Mr. Duncan is partner in the Cardiff shipowning firm, J. T. Duncan & Co., and a former Chairman of the Cardiff and Bristol Channel Shipowners' Association. Mr. Phillips was Chairman of the Cardiff and Bristol Channel Pitwood Importers' Association.

More Optimism Needed.—Major T. A. Eckes, speaking at the Annual Dinner of the staff of Messrs. Langstaff, Erembert and Co., shipping and forwarding agents, Royal Liver Buildings, Liverpool, said his only regret was that the depressed condition of trade had prevented their numbers being further increased. In many directions and particularly in the River Plate and Brazil, Liverpool was not reaping the benefit of her favoured geographical position, due, in some measure, to the vexed question of through rates. It was an absurd position that goods were conveyed from places like Dundee to Southampton at the same rate as from Dundee to Glasgow or Liverpool, with the result that the steamship company paid the rail charges and the ship got less freight than would be the case if the goods were despatched from the nearest and most suitable port. Alluding to the efforts in Liverpool to attract factories and new industries to alleviate the distress due to unemployment, he expressed anxiety that it should not be overlooked that the main trouble was the lack of work at the docks. He was proud their firm had sustained their reputation of helping the exporter in every possible way and he felt sure that if Lancashire would display a little more cheery optimism they would help considerably to improve the trade outlook. The toast of "The Firm" was proposed in the absence through illness of Mr. A. Dovaston, the member of the staff with the longest service, by Mr. W. R. Wild, whose record now covers 38 years.

Obituary.—A well-known personality in the Liverpool shipping industry has passed away in Mr. John Craig, a director on the London board of Messrs. Elder Dempster and Co., Ltd. He resided at Birkenhead and had an association with Liverpool shipping which extended over nearly 61 years, beginning in May, 1869, when he entered Elder Dempster and Co., as an apprentice. After passing through a number of departments he specialised on the financial side of the company's operations. In July, 1907, he became a partner of Sir Alfred Jones and Mr. W. J. Davey. Subsequently he became Managing Director of the Company at Colonial House, Liverpool, and later, Chairman of the board of Liverpool Managing Directors. He gave up the Chairmanship in 1919 and was then elected a Director on the London board. He was also a Director of the West African Lighterage and Transport Co.

G.W. Railway's £3,000,000 Scheme of Improvements at South Wales Ports.—The Great Western Railway has submitted to the Government and received approval of schemes involving an expenditure of £3,000,000 for further improvements to its docks. During the last nine years since the South Wales Docks came under the control of the railway, the Company have spent some millions of pounds on improvements. The South Wales Ports are capable of dealing with over 50 million tons annually, and large cold stores of the latest design equipped with all modern appliances are provided at Cardiff, Newport and Barry. The Company have spent large sums of money in the adaptation of the docks for the handling of general merchandise. Liner services connect the ports with all the principal ports of the world.

A Remarkable Record. — The Newport Chamber of Commerce in March passed a vote of congratulation to Mr. W. E. Heard, J.P. (Jones, Heard & Co., Ltd., Newport), on his attaining the age of 95 years. Mr. Heard is the oldest member of the Chamber and one of its first presidents. He still attends his office for business.

Blue Star Line for Newport.—The Blue Star Line has now arranged a regular monthly service by their Conference steamers from Newport to the Far East (China, Japan and Straits), taking alternate sailings with Messrs. A. Holt and Co., Blue Funnel Line. The Newport agents are Messrs. Jones, Heard & Co., Ltd. The first sailing will be that of the "Doric Star" (10,440 tons gross), which closes for cargo about May 2nd.

Extending Newcastle Quay.—It is hoped that £206,000 may be granted by Lord St. David's Unemployment Grants Committee for quay extension work at Newcastle. The scheme is to lengthen the quay eastward by 708 feet, providing 200 feet width of quay and 30 feet depth of water.

Tyne Improvement Commission's Progress. — At the last meeting of the Tyne Improvement Commission, when Lord Kirkley presided, Mr. Fras. Priestman (Chairman of the Finance Committee) said that in 1929 the Tyne was ahead of any of the other coal exporting districts. The exports of coal and coke formed a record for post-war years, and the Commission had increased its revenue, reduced maintenance expenditure, and showed a surplus of £84,000. A promising start had been made in 1930 with coal and coke exports, but there was a slump in ferry passenger traffic between North and South Shields.

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Railway Notes and News.

Sir Henry Thornton Honoured.—Sir Henry Thornton, K.B.E., Chairman and President of the Canadian National Railways, has been selected as worthy of honour by the University of Pennsylvania Club, being deemed an outstanding graduate of the University. At a dinner of the Club in New York it was announced that the name of Sir Henry has been inscribed in the "Guggenheim Honour Cup," on which each year is engraven the name of a graduate whose work and fame have brought credit to the University of Pennsylvania. Sir Henry Thornton graduated in 1894, with the degree of Bachelor of Science. He obtained a position as draftsman in an engineer's office and from that start began a railway career which included work in the United States of America, England and Canada and war-time service, during which he rose to the post of Inspector General of Transportation for the Allies, with the rank of Major General in the British Army.

Attracting the American Tourist.—The British railway companies have for many years past made special efforts, through their agents in the United States and Canada, to induce tourists to visit this country. This year an approach is being made to intending visitors to Europe through the medium of American newspapers, and a special edition of the "Railway Newsletter" has been issued for this purpose. In this issue Sir Josiah C. Stamp, G.B.E., D.Sc., LL.D., Chairman of the London, Midland and Scottish Railway of Great Britain, in a message of welcome to Americans, says:—"Your Secretaries of State and other leaders of American opinion have been here in the interests of universal peace; now is the opportunity for the 'man in the street' to come over and second by personal contact those efforts of his countrymen. The memory of such a visit will never fade. To University students, to professors planning their 'Sabbaticals,' to successful men in commerce and industry (wanting to mix much pleasure with a little business), to those with English forbears and family traditions, to all our American friends who are planning their first vacation in Great Britain, and to those who are renewing their acquaintance with the Old Country, I extend a very hearty welcome. Great Britain sends you an open invitation to come and see her infinite variety of scenery, her ancient cities and her literary and historic shrines. It is your aim and our hope that you should enjoy your visit and I can assure you that the British Railways will do their utmost in helping you to achieve that end."

International Exhibition at Antwerp.—The London and North Eastern Railway Company, in conjunction with the Societe Belgo Anglaise des Ferry-Boats, have taken a Stand, the area of which is 400 square feet, in the British section of the International Exhibition at Antwerp to be held from the 26th April to the end of October, 1930. The principal features of the London and North Eastern Railway exhibit will be:—(1) A specimen single-berth cabin as provided on the steamships sailing nightly to and from the English port of Harwich; and (2) an illuminated diagram map of a special mechanical nature illustrating the steamship routes by means of moving lights. On the Ferry side of the Stand the main object of interest will be a scale working model of the Ferry steamers plying daily between Zeebrugge and Harwich. It will demonstrate the shunting of the railway wagons on board and the boat leaving the pier, the operations being reversed as the boat returns to the shore.

L.N.E.R. Collection and Delivery Services. — The L.N.E.R. have inaugurated a collection and delivery service of parcels and merchandise traffic in the districts of Potters Bar and Brookman's Park.

Railway Returns, 1929.—A preliminary statement containing summarised particulars of the financial accounts and statistical returns of the railways in Great Britain for the year 1929, compared with the years 1927 and 1928, has been published, and copies (price 2/6d.) can be obtained from H.M. Stationery Office. In addition to totals for Great Britain the statement shows separately the figures for the four amalgamated companies constituted under the Railways Act, 1921. The tables show the capital expenditure and receipts, the revenue receipts and expenditure from railway working, the total net receipts, the net revenue and appropriation and a summarised balance sheet. They also show the number of passengers carried, the tonnage conveyed, the average receipt per ton, and per ton-mile, and the leading operating statistics. The complete railway returns will be issued later in the year.

A Useful Publication.—We have received a copy of a very useful booklet issued by the Great Western Railway Development Department, Paddington, containing a list of the principal agricultural, cattle, etc., shows, to be held during this year to and from which the Company carry. Other features include:—Country cartage arrangements, list of country cartage services, list of docks, holiday resorts, fixtures at Olympia and Agricultural Hall, list of officials—both passenger and goods departments, road rail containers, warehouse accommodation, etc.

The Railway Barometer.—The railway traffic receipts of the four group railway companies for the first 12 weeks of 1930 compared with the same period in 1929, are as under:—

	1930 £	1929 £
Passengers, parcels, etc. ...	13,979,000	13,992,000
Merchandise, etc.	15,006,000	14,778,000
Coal, coke, etc.	8,935,000	9,496,000
	37,920,000	38,266,000

Apart from the continued poor results from coal traffic, the 1930 receipts are adversely affected by Easter being three weeks later this year than last, as certain advance bookings, etc., would be included in the above figures for 1929.—"Railway Newsletter," April issue.

SKF Axle Boxes for the Metropolitan Railway.—The first of the five new trains built to the order of the Metropolitan Railway by the Birmingham Railway Carriage and Wagon Co., Ltd., has been put into service. The train is fitted throughout with SFK spherical roller bearing axle boxes as specified by the Metropolitan Railway, and consists of two motor coaches, two driving trailers, and one ordinary trailer (third class), and two trailers (first class). It is the first complete electric train to run on SKF axle boxes in this country, and it is anticipated that the following advantages will be gained:—A reduced current consumption at starting, lower maintenance charges and increased reliability.

Active Railway Construction in Western Canada.—The Canadian National Railways 1930 programme of new branch line construction in Western Canada calls for the expenditure of £1,800,000. This amount is exclusive of money to be spent on the Hudson Bay Railway and for improvements and other work on lines now in operation. Work to be undertaken this year includes 261 miles of grading, the laying of 201 miles of track and 280 miles of ballasting. When this is completed the company will have in actual operation 290 of the 518 miles of new lines included in the three-year building programme authorised at the last session of the Canadian Parliament. Engineers are confident that in addition to the 290 miles of new line, which will be placed in operation this year, a further 213 miles of grading and 90 miles of track laying will have been completed before the beginning of 1931.

South African Railways.—The Minister of Railways, Mr. Malan, speaking on the railway estimates in the Union House of Assembly, said that the total expenditure for 1929-30 would be £31,205,941 and the revenue £30,916,377. A deficit of £289,564 which would be liquidated by a withdrawal from the Rates Equalisation Fund. Goods and coal traffic in 1929 had increased as compared with the previous year, but passenger traffic was smaller. Mr. Malan estimates an increase in revenue in 1930-31 of £795,146 due to natural expansion, but there will also be an increase of expenditure, consequently it is expected that there will be a deficit of £145,712 for 1930.

Plight of New South Wales Railways.—An offer to distribute nearly half his salary among distressed railway workers was made recently by Mr. Cleary, Chief Railway Commissioner of New South Wales, to a deputation of members of the Railway Union. He informed them that the losses of the State Railways in the last eight and a half months had amounted to £1,250,000 and pointed out that it would be necessary to ask the employees to work short time as the only alternative to dismissal. He added that he proposed to reduce his own salary of £5,000 a year by one half, of which £2,000 would be distributed among distressed railway workers and the remaining £500 put towards a reduction of the railway deficit.

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Civil Aviation.

In the course of his Air Estimates Speech in the House of Commons on the 18th March last, Mr. F. Montague, M.P., Under Secretary of State for Air, dealt with the work of the Air Ministry in relation to civil aviation.

He said that existing agreements with the light aeroplane clubs would terminate in the course of this year, with two exceptions. Very careful consideration had been given to the future of these clubs. The work which they had done in promoting a practical interest in flying throughout the country had been excellent, and after the most sympathetic consideration of the possibility of giving them financial assistance when their present agreements expired, the conclusion had been come to that it would be equitable and justifiable to give them assistance on the same scale as that now given to National Flying Services, Ltd.

The service to South Africa was due to commence in a few months' time. The negotiations with the various Union Governments and Administrations concerned, more particularly His Majesty's Government in the Union of South Africa, for the installation of a weekly service between London and Cape Town, had been brought to a successful issue during the year. The Union Government would make a substantial contribution towards the requisite subsidy over a five years' period and would lend their support and co-operation generally. The other Administrations concerned, the Sudan, Kenya, Tanganyika, Uganda, Northern and Southern Rhodesia, had also undertaken to contribute and co-operate in a similar manner. The survey of this route was well advanced and everything was proceeding according to plan.

It was contemplated that a regular service between Alexandria and Tanganyika should commence in the autumn of this year and the through service to Cape Town in the spring of 1931.

Referring to the position of the projected service to Australia which will complete the other great outstanding Imperial Trunk route, Mr. Montague said that the Government of India had now extended the England-India service from Karachi to Delhi by means of aircraft chartered from and operated by Imperial Airways. The preparation of the ground organisation of the route across India was being vigorously pushed forward. The section to Calcutta would be ready by the end of March, and it was hoped that by the Autumn sufficient progress would have been made to render possible operation to Rangoon. The Government of India were now examining the question of the possibility of extending the air service from Delhi to Calcutta and to Rangoon at the earliest opportunity.

Proposals had also been submitted to the Air Ministry for the operation of the remaining section between Rangoon and Australia, and it was hoped to find means in conjunction with the Governments of India and Australia to inaugurate the through service to Australia as soon as possible after the route along the coast of Burma had been organised.

Coming to the question of airships Mr. Montague said that the R.100 had a gas capacity of well over 5,000,000 cub. ft. whilst R.101 would exceed that capacity when the alterations now in hand were completed. R.101 was moored out during the whole of November, and confounded the prophets of disaster by successfully riding out storms in which the wind gusted up to 83 m.p.h. There was no doubt that from a constructional point of view the completed airships had definitely disproved many of the gloomy forecasts, ranging from minor defect to utter disaster, which had been made from time to time.

The meteorological investigations of the Indian route, which had been proceeding steadily, showed that conditions would generally be adverse on the return journey both between Karachi and Ismailia and Ismailia and Cardington, with a consequence that a large reserve of fuel would have to be carried for the first experimental flight to the East of R.101. Allowance also must be made for the fact that the lift of an airship decreased as the temperature rose and the barometer fell, since its lift was determined by the weight of the volume of air which it displaced, and warm air was lighter than cold air. For these reasons, having regard to the need for a "safety" policy in a programme of that expensive character, it was decided not to attempt the return flight to India in March or April. The flight might well have been attempted with success, but unnecessary risks would have had to be taken. Consequently, an extra bay would be inserted in R.101 during the summer which would increase her capacity by 500,000 cub. ft. and give her an additional net lift of about 9 tons. The suggestion that had been made of this additional bay providing for an unanticipated defect was not true.

The proposed programme for 1930 for R.100 consisted of flights to Montreal and back between May and September, and between October and March scheduled flights between Cardington and Ismailia. For R.101 a flight to Karachi and back in September or October, then again to Karachi in December or January, after which there would be mooring trials and experimental flying from Karachi. The minor alterations to R.101 should be completed by the end of April, and certain flights might take place preliminary to the programme mentioned.

Regularity, of course, was essential for commercial operation and before that stage was reached it was obvious there must be a period of experimental flying on the Indian route to acquire operational and financial data and data for further technical developments.

Air progress would, he was convinced, be rapid in the future, both in technique and safety.

Air Transport Notes.

Atlantic Air Line.—A New York Message says that Dr. Eckener, the Commander of the Graf Zeppelin and Mr. Charles Mitchell, Chairman of the National City Company, announced on March 24th that contracts had been signed with prominent financial and aircraft interests in the United States and Europe for the establishment of a lighter than air Line for Mail and Passengers across the Atlantic.

40-Seater Air-Liners.—The new four-engined 40-passenger air liners which are in construction for Imperial Airways by the Handley Page Company will be the largest and most luxuriously-equipped of their kind on any aerial service. Each machine will have two cabins accommodating 20 passengers, while leading off the corridor connecting these cabins will be toilet accommodation, a steward's pantry, and a completely-equipped cocktail-bar.—"Imperial Airways Gazette," March issue.

Development of the World's Airways.—In 1919, when civil aviation began, there were about 3,000 miles of organised aeroplane routes throughout Europe. To-day, according to the latest figures, which include the airlines operated by Russia, the total stands at more than 50,000 miles. The air-route mileage of the world has grown steadily, year by year, until it now attains a total of between 90,000 and 100,000 miles. It is estimated that approximately 400 towns and cities are now served by aerial routes. Aerial transport has emerged definitely from its pioneer phase. What is now being embarked upon is an era of widespread progress on sound, well-devised lines, the aim being to open up new routes, and extend existing ones, until the world possesses a completely globe-girdling system of high-speed airways. —"Imperial Airways Gazette," March issue.

Royal Aeronautical Society.—At the Annual General Meeting of the Royal Aeronautical Society held on March 25th last, the ballot papers for election of the new council were counted. The voting was the heaviest in the history of the Society. The following is the composition of the new Council:—President: Colonel the Master of Sempill, A.F.C., A.F.R.Ae.S., Past President: Air Vice-Marshal Sir W. Sefton Brancker, K.C.B., A.F.C., F.R.Ae.S., Vice-Presidents: Air Vice-Marshal Sir Vyell Vyvyan, K.C.B., D.S.O., Lieutenant-Colonel J. T. C. Moore-Brabazon, M.C., F.R.Ae.S., M.I.Ae.E., Mr. H. E. Wimperis, C.B.E., F.R.Ae.S., Council: Captain P. D. Acland, Prof. L. Bairstow, C.B.E., F.R.S., F.R.Ae.S., Major T. M. Barlow, M.Sc. (Eng.), M.Inst.C.E., M. I. Mech. E., F.R.Ae.S., Mr. Robert Blackburn, O.B.E., A.M.Inst.C.E., M.I. Mech.E., F.R.Ae.S., M.I.Ae.E., Mr. M. L. Bramson, A.C.G.I., F.R.Ae.S., M.I.Ae.E., Mr. Griffith Brewer, F.R.Ae.S., Major J. S. Buchanan, O.B.E., A.M.I.Mech.E., F.R.Ae.S., Major G. P. Bulman, O.B.E., B.Sc., A.F.R.Ae.S., Wing Cmdr. T. R. Cave-Browne-Cave, C.B.E., M.I. Mech.E., A.M.I.N.A., F.R.Ae.S., Mr. C. R. Fairey, M.B.E., F.R.Ae.S., Captain F. T. Hill, F.R.Ae.S., M.I.Ae.E., B.Sc., Wh. Ex. Captain A. G. Lamplugh, F.R.Ae.S., M.I.Ae.E., Mr. W. O. Manning, F.R.Ae.S., Major R. H. Mayo, O.B.E., F.R.Ae.S., Mr. T. O. M. Sopwith, C.B.E., F.R.Ae.S., Mr. C. C. Walker, Assoc.M.Inst.C.E., F.R.Ae.S., Mr. L. A. Wingfield, M.C., D.F.C., A.R.Ae.S.I., Honorary Treasurer: Major D. H. Kennedy, O.B.E., F.R.Ae.S.,

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Honorary Solicitor: Lawrence A. Wingfield, A.R.Ae.S.I., Honorary Librarian: Mr. J. E. Hodgson, Honorary Accountant: Mr. A. L. D. Smith, F.I.C.A., Mr. J. Laurence Pritchard is the Secretary of the Royal Aeronautical Society with which is incorporated the Institution of Aeronautical Engineers, and the offices of the Society are at 7, Albemarle Street, London, W.1.

In Parliament.

London Terminal Aerodrome.—Asked whether he had considered any schemes for a central aerodrome for London nearer the heart of the City than Croydon; and whether any committee was now sitting to consider the matter? Mr. F. Montague, Under-Secretary of State for Air, said that the question of the provision of a more central aerodrome for London than Croydon was fully considered by the Civil Aviation Advisory Board, who presented their Report in January, 1923, and, on their recommendation Croydon aerodrome was retained as the London terminal aerodrome, and was enlarged and improved. The answer to the second part of the question was in the negative, but very careful consideration would continue to be given to this difficult problem.

Municipal Aerodromes.—Mr. Day asked the Under-Secretary of State for Air the names of all the municipal authorities which had established aerodromes; and how many applications had his Department for them at the present time for which no definite decision had been arrived at? Mr. Montague replying said that the answer to the first part of the question was Blackpool, Bristol, Hull, Manchester and Nottingham. No applications were awaiting decision at the Air Ministry, but a large number of municipalities were either still considering or negotiating for the purchase of sites for aerodromes, of which a considerable proportion had already been inspected by the Air Ministry.

Light Aeroplane Clubs.—Mr. Everard asked the Under-Secretary of State for Air whether the light aeroplane clubs at present in existence and which had received at present no subsidy would rank with the subsidised clubs for State assistance in 1930-31? Mr. Montague replying said that any light aeroplane club which conformed to the condition of membership and otherwise of the existing subsidised clubs was now at liberty to apply for official recognition as an approved club. If so approved, it would be eligible for payments in respect of such of its members as qualified at the rates applicable under the new arrangements, as from 1st April.

Publications Received.

The Problem of Oil.—By Christopher T. Brunner (Ernest Benn, Ltd., Bouverie House, Fleet Street, London, E.C.4. Price 15/- net). This is a publication which makes the most interesting reading. Though there are many books dealing with the subject of oil there are very few confined solely to a non-technical review of the oil industry, and previous to this one, there was none, we believe, dealing more particularly with the industry as it affects Great Britain. In his introduction the Author deals with the uses of oil and the world production of oil. He shows how transport particularly is becoming more and more dependent upon plentiful supplies of oil, not only for fuel for the engine but also for lubricating machinery. The demand for lubricating oil is, in fact, one of the most reliable gauges of industrial progress. He deals with the development of the oil industry in Great Britain up to the time of the war, during the war and since the war. He quotes Lord Curzon's famous statement—"The Allies floated to victory on a wave of oil." Of such great importance has oil become to nations during either war or peace, Governments have been forced to take a much keener interest in oil than they did before the war, an outstanding instance of this being the acquisition by the British Government of financial interest in the Anglo-Persian oil fields as a safeguard against a possible shortage of fuel in time of war. The author devotes a chapter to the activities of the three main oil groups operating outside the United States, these being the Shell group represented in Great Britain by Shell-Mex, Ltd.; The Standard Oil group, represented by the Anglo-American Oil Company; and the Anglo-Persian group, represented by the British Petroleum Company. The Russian oil interests form a fourth and the smallest group, and they are represented in this country by Russian Oil Products, Ltd. Interesting details are given of the development and activities of these great undertakings. A considerable part of the volume is devoted to the distribution of oil. The author states in his preface: "The uses to which the various derivatives of oil are put, the methods by which they are placed in the hands of the consumer, and the organisation of the industry and firms undertaking the service of distribution, form the subject of this book."

Famous South Coast Resorts.—By Harold Clunn. (Published by T. Whittingham & Co., Ltd., 35 Bucklersbury, Queen Victoria Street, London, E.C. Price 7/6d. net). Mr. Harold Clunn, the author of this book, is well known to many of our readers in connection with the old established firm of forwarding and shipping agents, Geo. W. Wheatley & Co., Ltd., whose name for a great many years has been familiar in all parts of the world. The author, however, has found time to collect information from many sources in writing this book and he deals with the historical associations, the rise to fame, and a forecast of the future developments of the following leading south coast pleasure resorts:—Brighton, Bournemouth, Hastings, Eastbourne, Torquay, Folkestone, and Worthing. Those of us who visit regularly some of these resorts know how their charm and interest grows by long acquaintance, and there are very many, therefore, who will be particularly interested in such a book, which goes back to the beginnings of these towns and describes their early days and shows how they became popular and developed into the very large and prosperous holiday resorts as we know them to-day. Pride of place is given to Brighton, and this is only right because its history makes it, without doubt, the most fascinating reading of any of the watering places of this country. The illustrations, of which there are a very great number, are also particularly interesting, showing the great changes which have taken place both in customs and in dress, as well as in the appearance of the places described.

The Handy Royal Atlas.—Published by W. & A. K. Johnston, Ltd. (Edinburgh. Price 30/-). A well printed, clear and reliable atlas is so important to every business man that we welcome the opportunity to draw attention to the Handy Royal Atlas which contains 54 large scale maps, each map (17 inches by 13 inches) covering a double page, and 12 single map pages. The greatest care has been taken to show every feature with the utmost clearness while all necessary details are inserted. The overcrowding of names has been avoided and different kinds of type have been used to indicate the relative importance of places as regards size and population. The maps are divided into three sections—physical maps, which have been specially chosen to illustrate areas of considerable extent, highland and lowland being shown by means of carefully chosen contour lines and suitable shades of colouring; political maps, in which the divisions of each country are named and coloured. On the maps of countries of Europe the new boundaries are drawn in accordance with the terms of the Peace Treaties settled at the end of the Great War, while in other parts of the world the revised boundaries of the mandate territories are carefully indicated; sectional maps, of which there is a large number, these being in addition to the full page map of the country. For example, Great Britain is divided into four parts and these sectional maps enable each county, or group of counties, to be printed in a large enough way to be studied in considerable detail. India has been divided into a northern sheet and a southern sheet; Africa into seven sectional maps; the United States into five; the Dominion of Canada into four; and the Commonwealth of Australia into three. There is a comprehensive index at the end of the atlas containing more than twenty-six thousand place names.

The Anglo-American Year Book, 1930. — Edited by H. Russell Amory. (Published by the American Chamber of Commerce in London, Aldwych House, Aldwych, London. Price 15/- net). The Anglo-American Chamber of Commerce in London is a very important body, comprising leading men connected with trade and commerce between this country and the United States. The Year Book, which is published under its auspices, is therefore of particular interest to business men either importing or exporting goods to or from America. The volume for 1930, which has just come to hand, contains a Preface by Mr. C. G. Dawes, the American Ambassador to this country, and an introduction by Mr. Albert Halstead, the American Consul-General in London. It contains a great deal of useful information on a very varied range of subjects. It gives a complete list of the members of the Chamber and a residential directory of American residents in the British Isles. Another interesting feature is the American and Anglo-American "Who's Who" in Great Britain and Ireland. This is followed by a commercial directory of firms interested in Anglo-American trade and carrying on business either in the British Isles or in the United States.

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Law Cases.

BUS OWNERS WIN APPEAL.

A singular prosecution and conviction on the question of plying for hire was set aside by a King's Bench Divisional Court, composed of the Lord Chief Justice and Justices Avory and Branson, on Thursday, March 27th.

The successful appellants were Ribble Motor Services, Ltd., of Preston, who run services of motor buses over different routes in Lancashire. They appealed against a conviction by the Burnley Justices on an information preferred by the Town Clerk of Burnley, at the instance of his Corporation Watch Committee, charging them with having, on October 9th last, while being the proprietors of an omnibus, unlawfully permitted it to be used as a hackney carriage plying within the Borough for hire without a licence. They were fined 40/- and 5 guineas costs.

It appeared that the bus in question was licensed to ply for hire within the Borough of Burnley for 12 months subject to the condition that the vehicle should ply only over a route approved by the Watch Committee. That route was Burnley to Bury. On 9th October the appellants permitted the bus to ply on the Burnley-Bury route with indicators that the vehicle would go beyond Bury to Manchester. Tickets were issued to Manchester and passengers were carried there.

The Town Clerk, before the Justices, contended (1) that the licence was issued to the company conditional on the approval of routes by the Watch Committee and that having regard to Section 14 (3) of the Roads Act, 1920, that condition was reasonable and proper; (2) that "route" included commencement and destination of the service as well as the roads traversed, otherwise the Committee could not consider properly the adequacy of existing services; (3) that already an adequate Burnley-Manchester service was maintained and the Watch Committee were entitled to control the services by means of conditions attaching to licences to prevent wasteful competition; (4) that a breach of the conditions made the licence void and the company became punishable for plying for hire without a licence.

Appellants argued (1) that the bus having plied for hire only on the route approved and having travelled along that route to Bury in conformity with the conditions of the licence it was no breach of the licence or its conditions that the bus subsequently travelled to Manchester; (2) that the jurisdiction over the bus of the Borough of Burnley was limited and confined to the boundaries of the Borough; (3) that if conditions purported to extend the jurisdiction of the Watch Committee beyond the Borough boundaries such conditions were unreasonable, ultra vires and unlawful; (4) that assuming an infringement of a condition it did not constitute a cancellation of the licence; (5) that the bus was, in fact, licensed to ply for hire within the Borough at the time of the summons; (6) and therefore no offence had been committed.

The Justices, however, held that the company had been guilty of an offence under Section 45 of the Towns Police Clauses Act, 1847, and convicted them.

Sir Frank Boyd Merriman, K.C. (instructed by Messrs. W. & A. Blackhurst, of Preston), appearing for the appellant company, submitted that the jurisdiction of the Watch Committee was merely territorial and was confined to the Borough of Burnley. His main point was that the Watch Committee could not claim that the licence had ceased to exist after they had granted it for a year simply because they were of opinion that an infringement of the conditions of the licence had taken place.

Mr. Justice Avory: Has it ever been held, for instance, that a holder of a liquor licence was no longer a licensee because he committed an offence against licensing laws?

Sir Boyd Merriman: I have never heard of such a case. Supposing we had the Burnley, Bury and Manchester licences to ply for hire. The absurd position might arise that at one moment we might be deemed to be unlicensed in any of those places because we broke a condition of one of the licences.

The Lord Chief Justice: Is it part of the duty of the Watch Committee to prevent wasteful competition?

Sir Boyd Merriman: Yes, so far as their own borough is concerned, but not otherwise.

Mr. Justice Avory: I think it has been held that they can refuse a licence if, on any particular route, there are already adequate facilities for travel.

Sir Boyd Merriman said he could not see what objection the Watch Committee could have to a bus going a little longer journey than that for which the licence was granted.

The Lord Chief Justice: Perhaps they think you don't return the Burnleyites back to their borough as soon as they should be returned. (Laughter.)

Sir Boyd Merriman: That is a long way for saying that, because I have gone beyond my route, my licence has become void. Your Lordship will remember that we did not go off our route but only beyond it for a few miles.

Mr. Goldie, K.C. (instructed by Mr. Colin Campbell, the Town Clerk of Burnley), responded for the Watch Committee, and said the licence definitely stipulated the beginning and end of the route and if the bus went beyond that termination it broke the conditions of the licence.

The Lord Chief Justice: The question is, does this bus cease, in those circumstances, to be licensed?

Mr. Goldie: We say it does. Manchester is already adequately served and the Committee does not want this extra service. The Corporation who granted the licence were entitled to say, "If you go beyond your route we shall be perfectly entitled to consider your licence at an end. Had we known you would have run this service to Manchester we would not have granted you the licence."

The Court allowed the appeal with costs and ordered the conviction to be quashed.

The Lord Chief Justice said the dispute dealt with a comparatively simple point. It was common ground that the bus referred to was, at all material times licensed to ply for hire within the Borough of Burnley. That licence, however, was subject to certain conditions, one of which provided that the bus should ply for hire only over a route specified and approved by the Watch Committee. The approved route in this case was Burnley to Bury. No approval was given for the vehicle to go on to Manchester. In this state of affairs the appellants permitted the bus to ply for hire as far as Manchester.

The Watch Committee contended that the route indicated in the licence included not only the commencement but the end of the journey and the bus could not travel outside or beyond that route; that they could control wasteful competition and regard the licences of condition breakers as immediately void.

It was a very plain case. The attention of the Court had been directed to the correspondence that had passed between the parties on the matter and it was quite clear that, in the progress of the controversy, there was a development of the view taken by the Committee through its representatives and officials. At first it was said that, if the bus company did that which they desired to do they must not expect a revision of the time tables so as to increase the number of their buses. Then it was said that, if they did that which they appeared likely to do they must not expect the renewal of their licence, and, finally, as a last stage, it was said in a letter, over the hand of the Town Clerk, that in view of the infringement of the licence, proceedings before Justices would be taken on the ground that the bus had plied for hire without a licence.

That seemed to indicate a contradiction and a suggestion that, if the bus went beyond its destination there was not only an infringement of conditions but a forfeiture of the licence that had been given it to ply within the Borough so that it became an unlicensed vehicle within the borough boundaries. His Lordship could not see the force of such an argument. No suggestion was made that the bus went off the approved route yet it was said that when it went beyond its route it became unlicensed to travel upon that part of the route for which it was licensed. The whole matter was capable of *reductio ad absurdum*. For instance, one of the conditions was that the bus should be kept in good order and scrupulously clean. If the Watch Committee's contention was right, should the bus be found to be dirty for one day its licence became automatically void. He came to the conclusion that the Justices were wrong in upholding the Watch Committee's contentions. Therefore, the appeal would be allowed and the conviction of the company would be quashed.

Justices Avory and Branson agreed.

PLYING FOR HIRE. INJUNCTION GRANTED.

In the Chancery Division of the High Court of Justice, before Mr. Justice Forwell, the Attorney General, at the relation of the Corporation of Manchester, moved on March 14th, for an injunction to restrain Mr. John Sharp, of 251, Stockport Road, Manchester, from plying for hire with motor omnibuses within the City of Manchester without a licence. The Corporation also asked for an injunction to restrain Mr. Sharp from trespassing on the highways of the City or obstructing them by allowing his omnibuses to stand there for a considerable time.

It appeared that Mr. Sharp has a licence to ply for hire with his buses in the districts of Hazel Grove and Bramhall and in the Borough of Eccles, but his applications for

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a licence in the City of Manchester were refused. Nevertheless, it was alleged that he commenced and continued to ply for hire in the City.

Mr. Grant, K.C. (for the Corporation) said the general principle was that no unlicensed vehicle was allowed, within the prescribed area, to take up a passenger not already booked and no money could be taken within that area for single, return or season tickets. Mr. Sharp had two offices within the City of Manchester and the practice seemed to be that passengers took their tickets and paid for them in those offices.

Mr. Manning, K.C. (for the defendant) said no person was permitted on a bus within the area unless he had taken a ticket beforehand. People had attempted to board the buses without tickets but had been refused.

Mr. Grant: While we admit that no money was taken on the buses it is a fact that it was the habit of the defendant to sell tickets at his offices within the prescribed area, receiving the money there and carrying passengers through the streets of the City to the boundaries or beyond, a proceeding that was, in my contention, clearly a breach of the law.

In reply, Mr. Manning, K.C., contended that the question was whether, having regard to the facts of the case, Mr. Sharp properly could be said to have plied for hire with his buses. His argument was that there had been no solicitation or invitation within the area by the defendant to attract passengers. Unless there was something antecedent to the carrying of passengers in the way of solicitation there could be no plying for hire. Neither the vehicles nor the garages contained any advertisements to indicate that the defendant was prepared to accept passengers, and nothing that was done within the City could be said to be solicitation of the public to travel. The decided legal cases all showed that there must be something of that nature to constitute plying for hire. Concluding, Counsel stated that the Corporation had withdrawn their claim for an injunction in respect of excessive use or obstruction of the highway. He submitted that defendant was entitled to the costs of that part of the issue if the main part was decided against him.

In his judgment, Mr. Justice Farwell held, that, on the facts, Mr. Sharp had been plying for hire within the City of Manchester. If persons ran buses regularly through the streets on a fixed route at fixed times and regularly stopped at particular places to allow passengers to alight and had offices where people could buy tickets and get on the buses, then, in his opinion, that person was certainly plying for hire.

His Lordship did not think it was necessary to create offence for there to be solicitation in the way of posters or advertisements or by persons calling out or attracting attention by means of that kind.

The Corporation was, in consequence, entitled to, and would obtain, an injunction to restrain Mr. Sharp from plying for hire within the City. The Corporation would also have the costs with the exception of those thrown away in connection with the part of the claim they had abandoned.

ALLEGED SHORT DELIVERY OF TIMBER.

In the Southwark County Court, before Judge Moore, John Henry Rendell, trading as Thomas Henry Rendell, of 332 Rotherhithe Street, Bermondsey, S.E., haulage contractor, sued R. E. Alexander, of 6 Hunsdon Road, New Cross, S.E., timber haulage contractor, to recover £11 2s. 11d., for alleged short delivery of timber.

Mr. Pitt appeared as counsel for the plaintiff, and said that on April 8th of last year, Messrs. Horsley Smith and Co., Ltd., a firm of timber merchants, communicated with the plaintiff, and asked if he could collect a load of timber from the Surrey Commercial Docks. He undertook the job, but as he was busy at the time, he asked the defendant if he would do it, and he agreed, and was handed the necessary papers in order to authorise the collection of the timber from the docks. In all, there were supposed to have been 729 pieces of timber, but when they were delivered to Messrs. V. C. Smith at North Finchley, it was found that there were 184 boards short. Messrs. V. C. Smith communicated this to Messrs. Horsley Smith & Co., Ltd., and the latter firm debited £11 2s. 11d. to the plaintiff's account. The plaintiff was now seeking to recover that amount from the sub-contractor, to whom he had entrusted the work of conveying and collecting the timber.

The plaintiff gave evidence, and said he had done considerable work for Messrs. Horsley Smith & Co., Ltd., and this order was received on the evening of April 8th. The delivery note was for 604 boards of specific lengths, and 2,500 ft. in addition of any length, and according to the dock records, this 2,500 ft. was made up by 125 boards of 20 ft. in length. He handed the necessary delivery notes to the defendant, and asked that the timber should be collected from the docks and delivered to Messrs. V. C. Smith the following day. He went to the docks the next day, but found the timber had not been called for, but on April 10th when he got to the docks, he found that this timber was being loaded on to a lorry which had the name of A. Teuten upon the side. He was annoyed that the defendant should have sub-contracted the work. It was not until some weeks later that he was told by Messrs. Horsley Smith & Co., that there had been a shortage of some 184 boards. He then went into the docks to discover whether all the timber had been collected, and was told that it had been, and the amount on the ground bore this out. He was told by Messrs. Horsley Smith & Co. that the 14 ft. and 15 ft. boards were missing. He could not produce a signature from Mr. Teuten's carman to state that he had taken away the proper number of boards, as the Surrey Commercial Docks did not require a signature from a carman taking timber from the timber dept. of the docks.

Two witnesses from the Surrey Commercial Docks gave evidence that the whole of the timber was loaded on the lorry, and Albert Floyd, foreman to Messrs. V. C. Smith, said he checked the timber some time after it arrived, and found it did not tally with the note that had been handed to him.

Judge Moore said he was certain that the whole of the timber taken from the docks had been delivered to Messrs. V. C. Smith, and he would, therefore, have to give judgment for the defendant, with costs, as in fact no timber had been lost and there had been no short delivery as had been alleged.

Preventing Accidents.—The National Safety First Association has just inaugurated a special accident prevention service for industrial undertakings. Briefly, this consists of an intensive campaign each month against one of the principal risks of industry. A pocket magazine entitled "On Guard" for the worker has been issued. "On Guard" is designed primarily for distribution to workers in industrial and transport undertakings, and covers various aspects of health as well as safety at work, in the street, and even in the home. The contributors to the first issue of this monthly include the Hon. Sir Arthur Stanley, Sir Arbuthnot Lane, Sir Gerald Bellhouse, and Sir Felix Pole. A sample copy of the magazine can be obtained price 2d. post free, or quotations for quantities will be given by the National Safety First Association, 119, Victoria Street, London, S.W.1.

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Motor Notes.

Morris Commercials for Tipton. — The Tipton Urban District Council have in service a fleet of eight Morris commercial vehicles, two being refuse collecting vehicles, three tipping trucks, two used by the Gas Department, and the eighth is an ambulance.

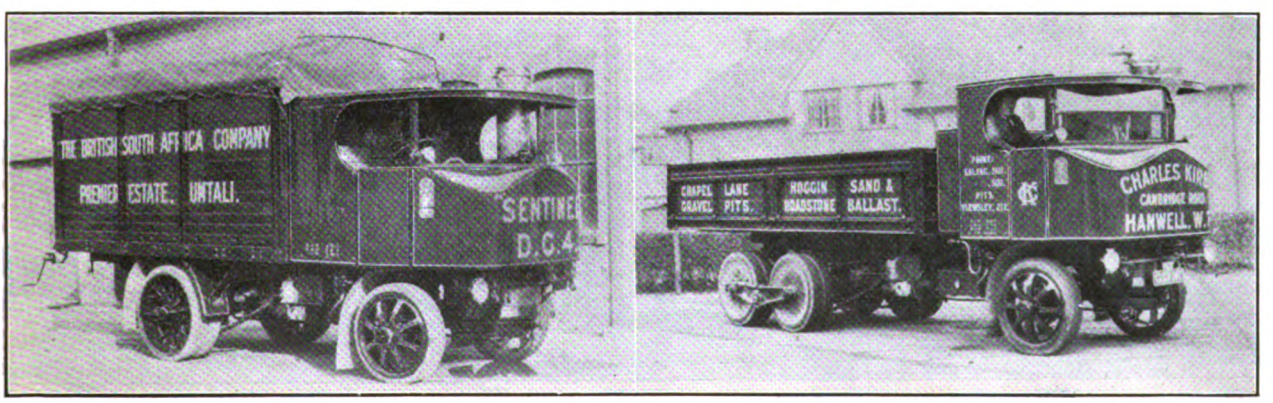
A FLEET OF MORRIS COMMERCIAL VEHICLES FOR TIPTON URBAN DISTRICT COUNCIL.

Clayton & Shuttleworth Re-organisation.—It is announced that the old established firm of Clayton & Shuttleworth Ltd., Lincoln, the well-known manufacturers of agricultural machinery and transport vehicles has been completely reorganised. Former markets are to be actively cultivated and all customers, whether for thrashing machinery or power, road or transport plant, will find their requirements or individual specifications carefully catered for. With the idea of protecting users of Clayton steam wagons, the new Company has taken over the service and spare parts supply for these vehicles. Owners can now rely upon stocks and prompt delivery when replacements are needed. Similar service departments have been organised to deal with all requirements for Clayton steam engines, boilers, thrashers and other machines, sundries and machinery spares.

Trogon Oils.—Frank How & Co. Ltd., the well-known manufacturers of the Trogon brand of lubricating oils, have secured a further large contract by the Air Ministry for Aero Engine Oil. This, in conjunction with recent contracts with the Great Western Railway Co., and large supplies for the Egyptian Government, represents a total of nearly a quarter of a million gallons of Trogon Oils placed with the firm during the last three months on these three contracts alone. All these oils are blended at their Stratford Works, London, E.15.

A New Type Petrol Tanker.—The Anglo-American Oil Co., Ltd., proprietors of Pratts high test petrol, have recently purchased the low loading 1,500 gallon triple compartment spirit tanker, as illustrated, from the Associated Equipment Co., Ltd., Windmill Lane, Southall, Middlesex. The tank is mounted on the A.E.C. "Regent" chassis, which is fitted with an overhead valve six-cylinder engine. Though this chassis is much used in the passenger vehicle business it is the first time that it has been applied to commercial work. The exceptionally low height of the frame makes for safety in running as well

THE LOW LOADING 1,500 GALLON TRIPLE COMPARTMENT SPIRIT TANKER ON A.E.C. "REGENT" CHASSIS.



LEFT: A SENTINEL D.G.4. FOR THE TRANSPORT OF ORANGES IN SOUTH AFRICA. RIGHT: A SENTINEL D.G.6. 3-WAY TIPPER FOR A HAULAGE CONTRACTOR.

Recent Sentinel Orders. — Our illustrations show a Sentinel D.G.6 three-way tipping steam wagon being the second of its type delivered within four months to Charles Kirby, the well-known haulage contractor, of Hanwell,

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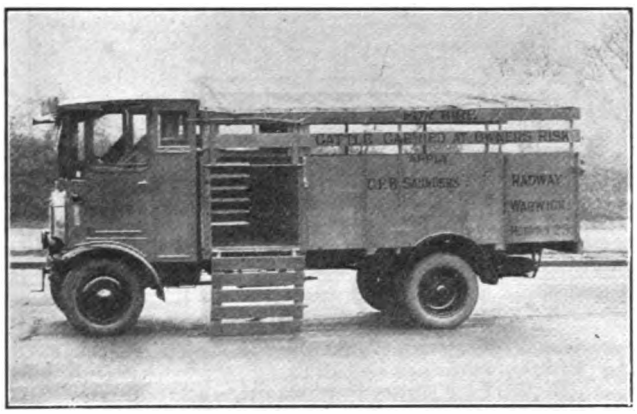
as giving the vehicle a distinctive appearance. It will be noted that the wheel arches are embodied in the tank itself and the valves are all operated from a compartment, fitted with a door, at the rear.

Live Stock by Road.—The cattle truck body shown in the photograph is supplied on a Garner patent forward control overtype 2½-ton chassis supplied by Garner Motors, Ltd., Tyseley, Birmingham. The cattle truck body was supplied through the Warwick County Garage, of Leamington, who supplied the complete vehicle to Mr. Saunders. The body is built suitable for carrying all classes of cattle, with proper protection from the weather by means of a detachable sheet on the top, over bows, with ventilators at the sides. The front compartment is divided from the rest of the body by a detachable gate, which is adjustable to various positions for different size of front compartment. The loading of small animals in this compartment is effected from either side by opening



THE GARNER CATTLE TRUCK.

the lower portion only, or larger animals from a loading dock by removing the upper hinged portion as well as the bottom one. At the rear, a very interesting ramp is employed, being divided into two pieces for small or large animals, with an additional hinged board, to close in the gap between the tailboard and the rear end of the body, to prevent the foot of an animal slipping into the space. Incidentally, the division of the ramp in this manner halves the weight for opening and closing. Means are provided for securing animals in position, and the whole vehicle forms an exceptionally interesting general-purpose carrying cattle lorry.

Commer Cars for Sheffield.—The Sheffield Corporation have recently taken delivery of the three 2½-ton Commer tipping lorries from the Commer Car agents, the Deighton Motor Company of Sheffield. The bodywork was designed and carried out by the Deighton Motor Company.

Mr. W. H. Goddard, A.M.I. Mech. E., Jessamine Avenue, Beeston, Leeds, the Yorkshire agent for the Mercedes-Benz diesel engined chassis:—"The consumption of gas oil with a full load of approximately 9 tons is from 11/12 m.p.g. which works out at about .37d to .40d per mile for fuel as against 2.5d. for petrol." We may also add that the chassis in question was lent to Mr. Goddard by Mr. Fearnley, General Manager of the Sheffield Corporation Transport Department, and sent by him to Germany at Mr. Goddard's request to have the engine fitted. The whole idea was Mr. Goddard's. The bus has now been in service for several weeks and has carried hundreds of passengers not one of whom has ever noticed that it was anything different to a petrol bus.

Tyre Inflation Table.—The following is the load and inflation table for pneumatic tyres (wired type) mainly used for commercial vehicles. It is issued by the Society of Motor Manufacturers & Traders (Standard Department) and is referred to as the I.A.E. Data Sheet No. 168 and it is for tyre sizes additional to those shown on the I.A.E. Data Sheet No. 157.

Nominal Tyre Section.	Axle Loads in cwts. Minimum Inflation Pressures in lbs. per sq. in.													
	27	30	35	40	45	50	52	57	63	65	70	75	80	85	90 cwts.
in. 7·00	45	50													lbs. per sq. in.
7·50			50	55											
8·25				50	55	60									
9·00							55	60	65						
9·75										60	65	70			
10·50													65	70	75

NOTE:

WHEN TWIN TYRES ARE USED FOR ONE AXLE THE LOADS QUOTED FOR THAT AXLE MAY BE DOUBLED FOR THE SAME INFLATION PRESSURE.

Avon Extensions.—The "New Avon" campaign launched in October is already bearing fruit. The company reports a steadily increasing demand for its new tyres and a particularly encouraging increase in February sales. A £35,000 contract has just been placed for the erection at Melksham of yet another big tyre shop, which is needed so urgently that the builders have been given a time limit of four months. The Avon factory is already thoroughly up-to-date as regards plant and processes, but this latest addition will complete lay-out plans for even more efficient and economical mass production.

New A.T. Speedometer Factory.—The A.T. Speedometer Co. Ltd., have removed their works and offices from The

COMMER CARS FOR SHEFFIELD CORPORATION.

Mercedes-Benz Engine—A Correction.—In our article entitled "A Heavy Oil Engined Bus Chassis" in our March number, the weight per horse power of the Mercedes-Benz engine was, owing to a misprint, given at 6½ lbs. instead of 16½ lbs. per b.h.p. Since writing the article referred to we have received the following particulars from

Vale, Acton, to a new factory on the North Circular Road, N.W.2. The new establishment is known as Chronos Works, and is equipped on the most modern lines for all departments of speedometer service.

Chevrolet now a British Product.—Hitherto the Hendon factory of General Motors Limited (which stands on a

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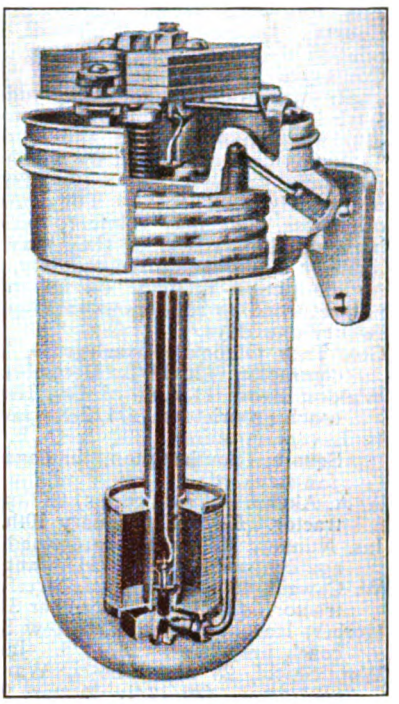
site of twenty-two and a half acres and covers an actual floor area of six acres) has been employed on the building of Chevrolet cars and trucks. Starting last month Chevrolet trucks are now made from British materials at the Vauxhall factory at Luton. Extra buildings, facilities, etc., have been provided for the large additional amount of work involved in Chevrolet production. Chevrolet prices remain the same as before, when many of the component parts were imported. Employment will be necessary of a very large number of extra skilled and unskilled workmen, not only on the machining, fitting and erecting of Chevrolet engines and chassis, but indirectly of course this work will provide employment in the works of the suppliers of stampings, forgings and all other rough materials required for the use of this new British industry. At the commencement, approximately 70 per cent. of the cost of the Chevrolet chassis will be made up of British labour and materials. When supplied fitted with a body of whatever type, the British percentage will exceed 75 per cent. This British percentage will increase rapidly with every succeeding month's production. In the Luton works there will be approximately 2,000 employees almost immediately, and the number employed will increase considerably as production expands. The number of people directly employed by General Motors in England was 3,432 at the end of February.

The Tecalemit Central Chassis Lubrication.—Tecalemit, Ltd., Mitre House, Scrubbs Lane, Willesden, London, N.W.10, are marketing a central chassis lubrication system claimed to be 100 per cent. automatic, making use of the oscillation of the car when in motion to provide power to force the lubricant to the bearings. The system includes an oil reservoir and central pumping unit consisting of a glass bowl with a removable metal cap, enclosing an inertia weight and the pump. The bowl holds approximately a quart of oil which is poured in at the top of the pump after the metal cap is removed. Under the metal cap is an inertia weight hinged and balanced on a spring. This weight responds by oscillation to the slightest movements of the car. A floating plunger rod operating inside a brass tube connects this inertia weight to the actual pumping unit in the bottom of the glass bowl. This unit is surrounded by a 150-mesh gauze filter. Oil enters through the intake port of the pump and as the inertia weight falls the small diameter plunger forces the oil downwards past two ball check valves. The pressure maintained by continuous pumping distributes the oil throughout the system, forcing it into the bearings through the feed regulator plugs. The high pressure developed results from the very small diameter of the pump plunger which discharges one drop of oil for about every 40 or 50 strokes. The pump develops a pressure of 150 lbs. per inch. There are only three moving parts in the pumping unit, two of which are case-hardened and, moreover, operating in oil as they do, wear is unappreciable. Adjustment for regulating the quantity of oil is provided by a screw in the centre of the inertia weight. A clockwise turn of the screw increases the quantity of oil and the reverse, of course, reduces the quantity.

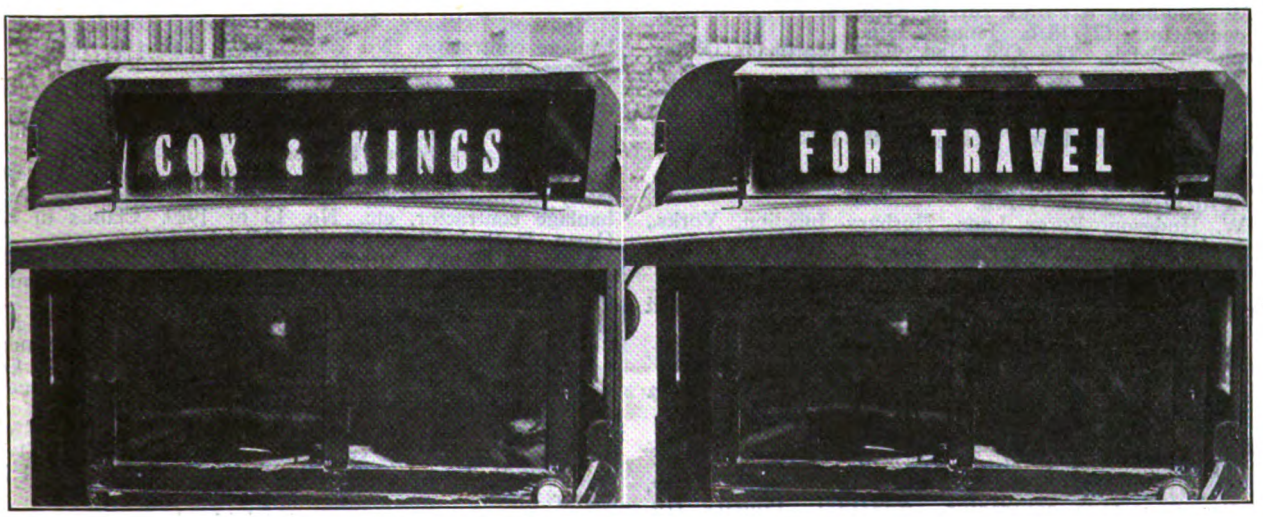


SHOWING THE TECALEMIT CENTRAL CHASSIS LUBRICATION SYSTEM.

Movie-Signs on Vans.

We illustrate one of the Movie-Signs fitted to a van belonging to Messrs. Cox & Kings, the well-known shipping and forwarding agents, and we were interested to have some brief particulars of this attractive advertisement. Movie-Signs on vans require no attachment to engine or to batteries. The signs are actuated by a patented Vibro-Motor, which is self-contained, and costs nothing to run. The signs are simply fixed on the van and after this they work themselves. There are two types of Movie-Signs, the one which we illustrate being the daylight type in which both reading matter and colours change completely, giving two distinct announcements. The second type is called the Rollover Movie-Sign, which has four or six complete changes, according to the height of the window in front. These signs are brilliant in appearance and do not contain any glass. For stationary positions such as shop windows or garages these signs are fitted with British made electric motors which are guaranteed to be trouble-free and consume one unit in thirty hours running. This is a new and interesting form of publicity and all types of Movie-Signs are fully guaranteed by the makers, Movie-Signs, Ltd., 31, Elizabeth Street, London, S.W.1.

We are informed that three of these signs have been sold to Messrs. C. A. Wells, Ltd., for use on their vans.



MOVIE-SIGNS FOR WELL-KNOWN SHIPPING AND FORWARDING AGENTS.

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County Court Judgments.

The following returns from the Registry of County Courts' Judgments, Whitehall, have been received relating to judgments entered up in the respective County Courts of England and Wales. Publication does not imply inability to pay. Many judgments may have been settled between the parties or paid. Judgments settled otherwise than through the Court may appear unless "satisfaction" is entered up within twenty-one days from judgment or allocatur. Registered judgments are not necessarily for debts. They may be for damages or otherwise, they may relate to actions *bona fide* contested between the parties, or they may be against defendants, liable in a representative capacity, and not personally; but no distinction is made on the register. Judgments are not returned to registry if satisfied in Court books within twenty-one days.

Geo. Thos. Oldfield, 4 Hazlegrove, Trevor, Denbigh, haulage contractor. £26/16/2. December 11th.

Waldon Bros., 11 Oxford Gr., Ilfracombe, Devon, motor coach proprietors. £71/2/8. January 13th.

E. Lavers (trading as E. & C. F. Lavers), 13 Brunswick Square, Southampton, haulage contractor. £34/14/0. January 3rd.

A. A. Akehurst, Cross Street, Gillingham, Kent, haulage contractor. £33/0/6. January 10th.

Jas. Nunney, 117 Shakespeare Road, Gillingham, Kent, haulage contractor. £28/8/11. January 10th.

W. Cowgill, 15 Raglan Road, Stretford, Lancs., haulage contractor. £21/11/5. December 31st.

Herbert Harold Horton, Chepstow Street, Manchester, motor coach proprietor. £37/4/4. January 14th.

Wm. Shield, 28 Marsh-ho-la, Warrington, Lancs., haulage contractor. £30/12/1. January 9th.

Wm. Soar, 4 Rosa Street, Pendleton, Lancs., char-a-banc proprietor. £44/15/4. January 7th.

S. J. Evans, The Hollies, Gobowen, Salop, haulier. £24/18/6. January 13th.

Ernest Olsen, 12 South Street, Crewkerne, Somerset, motor haulier. £27/11/2. December 31st.

J. Mellor, Cheadle, Staffs., haulage contractor. £26/4/6. December 23rd.

Stephen Triner, Edensor Road, Longton, Staffs., haulage contractor. £28/15/6. December 30th.

J. A. Bagshaw, 63 Mill Bank, Triangle, Halifax, Yorks., haulage contractor. £35/8/9. December 19th.

Harry Rose, 35 Margaret Street, Treherbert, Glam., haulier. £33/13/10. January 7th.

W. H. Nixon and J. G. Nixon, Regent Street, Church Gresley, Derbys., haulage contractors. £30/3/10. January 14th.

W. T. Willcox, Railway Arches, Portwall Lane, Victoria Street, Bristol, haulier. £30/11/8. January 15th.

Robt. Walker, 27 Arkwright Street, Bolton, carrier. £22/1/6. January 8th.

J. Walmsey, 134 Church Street, Preston, cartage contractor. £24/9/0. January 13th.

H. W. Southern, 8 Prince Street, Radford, Notts., haulage contractor. £24/18/6. January 15th.

Joseph Stockdale, The Old Hall, East Markham, Notts., haulage contractor. £22/17/8. January 7th.

Mrs. Jane Fletcher, 3 Sharp Street, Dudley Port, Staffs., haulier. £23/7/6. December 4th.

Hy. Bell, 29 Wilson Place, Heeley, Sheffield, carter. £44/3/5. January 9th.

J. Coates, Holly House, Richmond, Yorks., haulage contractor. £76/17/4. January 8th.

R. W. Hodgson, Forge Lane, Horbury Junction, Yorks., haulage contractor. £21/14/6. January 10th.

A. Marsh, Appleton Roebuck, Yorks., haulage contractor. £29/7/10. January 14th.

Wm. Pickup, Hanover Street, Keighley, Yorks., broker and haulage contractor. £46/9/10. January 8th.

H. Thornes, 73 Central Street, Dewsbury, Yorks., carrier. £30/1/3. January 15th.

R. O. Davies, 7 Cardiff Road, Pengam, Glam., haulage contractor. £52/11/1. January 8th.

Harold G. Hudson, 21 Victoria Street, King's Road, Reading, haulage contractor. £65/0/6. December 5th.

A. F. Wrayton, Mossbank, Jacksons Lane, Billericay, Essex, cartage contractor. £48/18/1. January 7th.

F. W. Pitt, Kildare, Hillbrow, Liss, Hants., haulage contractor. £31/10/2. January 24th.

Albt. Morris, 18 Chapel Lane, Wigan, carting contractor. £33/13/3. January 23rd.

Premier Carting Co., Victoria Street, Grimsby, Lincs., furniture removers. £22/10/11. January 27th.

D. T. Evans, Ashvale, Tredegar, Mon., haulage contractor. £32/7/10. December 31st.

E. A. Arnold, Rosemont, Edwinstowe, Notts., haulage contractor. £94/12/1. January 21st.

The Gazette.

Dissolutions of Partnership.

Robert Stephen Lamdin and Hugh Hubbard Ford, trading as Lamdin and Ford, St. Mary's Bexhill Road, St. Leonard's on Sea, haulage contractors. 31st October, 1929. All debts by Robert Stephen Lamdin.

Gilbert James Hacker, John Bray, and Sydney Smith, trading as G. J. Hacker and Company, Works Road, Letchworth, Herts., haulage contractors. 11th January, 1930.

Thomas Brennand Smith and Elijah Shaw, trading as E. Smith and Sons, general carriers, Accrington, Lancs. 26th March. All debts by Thomas Brennand Smith, who will continue.

The Bankruptcy Acts, 1914 and 1926.
Bankruptcy Proceedings.

Leonard Parker, 5 Main Street, Goldthorpe, near Rotherham, lately 59 High Street, Bolton-upon-Dearne, near Rotherham, Yorks., lately motor haulage contractor. Receiving order and order of adjudication, January 31st.

Harry John Lauriston Meadows, 3 Napier Road, Ashford, Middlesex, haulage contractor. Receiving order and order of adjudication, January 30th.

George Thomas Oldfield, Acrefair Garage, Acrefair, near Wrexham, Denbigh, haulage contractor. Receiving order and order of adjudication, January 31st. Public examination March 19th, at Wrexham.

Jack Percival Smith, Townsend, Mitcheldean, Gloucester, haulier. Receiving order and order of adjudication, February 1st.

Anthony Michael Reale, 378 High Street, lately 9 Sebastopol Road, both Aldershot, Southampton, haulage contractor. Receiving order and order of adjudication, February 7th.

Frank Mandall Brierley, Luck Lane, Marsh, Huddersfield, Yorks., haulage contractor. Receiving order and order of adjudication, February 12th.

Henry Lear, trading as Hannah Lear & Sons, 125 Cottenham Street, Chorlton-on-Medlock, Manchester, carrying contractor. Receiving order and order of adjudication, February 12th. Public examination March 21st, at Manchester.

George Jordan, Albrighton, near Wolverhampton, and Station yard, Albrighton, near Wolverhampton, Salop, general haulier, etc. Receiving order and order of adjudication, February 11th.

Robert Ivor Hughes, Bryn Morfa, Conway, Carnarvonshire, haulage contractor. Receiving order and order of adjudication, February 19th. Public examination March 28th, at Bangor.

Frederick William Musson, 84 Wilton Road, Shirley, Southampton, haulage contractor. Receiving order and order of adjudication, February 25th. Public examination March 19th, at Southampton.

Notices of Intended Dividend.

Norman Bennett, Corporation Road, Rochdale, Lancs., haulage contractor. No. 22 of 1929. Claims to John Davis Turner, Byrom Street, Manchester, Official Receiver.

Thomas Walters, Llwynhelig, Bryn Road, Pontlliw, Glamorgan, haulage contractor. No. 2 of 1929. Claims to Henry Rees, Official Receiver's Offices, Government Buildings, St. Mary's Street, Swansea.

Peter Scott, "Roscombe," Cheltenham Road, Gloucester, lately Mynyddbach House, Shirenewton, Chepstow, Mon., haulage contractor, etc. No. 13 of 1929. Claims to Ellis Owen, 34 Park Place, Cardiff, Official Receiver.

Charles Henry Thistle, 143b Merton Road, Wimbledon, Surrey, haulage contractor. No. 19 of 1929. Claims to Thomas Gourlay 29 Russell Square, W.C.1.

George Sanderson Litt and John Litt, trading as "G. S. & J. Litt," Blencogo, Wigton, Cumberland, haulage contractors. No. 7 and 8 of 1929 (under Order for Consolidation of Proceedings). Claims to Thomas Brunyee Harston, 18 Bank Street, Carlisle, Official Receiver.

George Charles Johnson Palmer, Markfield Road, Groby, Leicestershire, haulage contractor. No. 44 of 1929. Claims to Evan Barlow, 1 Berridge Street, Leicester, Official Receiver.

Notices of Dividend.

William Jones, 189 Cleveland Street, Birkenhead, Cheshire, haulage contractor. No. 19 of 1929. First and final of 4/2½d. in the £, payable at the office of Official Receiver, Government Buildings, Victoria Street, Liverpool.

James Burton Buckley, and Thomas Collinge, trading as Buckley & Collinge, Ralph Street, Shaw, near Oldham, Lancs., haulage contractors. No. 1 of 1929. First and final of 1/0½d. in the £, payable at Official Receiver's Offices, Byrom Street, Manchester.

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New Companies.

Bent-Marshall (South Hornchurch), Ltd. (245,287).—Private company. Registered January 23rd. Capital £10,000 in £1 shares. Objects: To acquire and work land suitable for gravel, stone, bricks, clay, shingle and sand, and to carry on the business of quarriers' builders' merchants, dust destructors, haulage contractors, manufacturers of concrete and manufacturers of or dealers in bitumen, tarred granite and gravel, limestone and other roadmaking materials, etc. The first directors (to number not less than 2 nor more than 5) are: J. R. Leftley, C. S. Bent-Marshall, H. Bent-Marshall, F. H. Leftley. Secretary: H. H. A. Wicks. Registered office: Gravel Screening Works, Southend Road, South Hornchurch.

England's Express Transport Service, Ltd. (246,067).—Private company. Registered February 26th. Capital £500 in £1 shares. Objects: To carry on the business of haulage and transport contractors, hauliers and general carriers of passengers and goods, garage proprietors, etc. A. E. England is the first director and may retain office so long as he holds 100 shares. Secretary: A. E. England.

G. A. Day, Ltd. (246,106).—Private company. Registered February 27th. Capital £3,500 in £1 shares. Objects: To acquire the business of a builders' merchant and haulage contractor carried on by G. A. Day at 49a, Gruneisen Road, Portsmouth. The directors are: G. A. Day (permanent governing director), Miss Dorothy K. Day. Registered office: 49a, Gruneisen Road, Stamshaw, Portsmouth.

Coach Services, Ltd. (246,101).—Private company. Registered February 27th. Capital £100 in £1 shares. Objects: To carry on the business of tourist and passenger agents and contractors, etc. The permanent directors are: C. Flowers, H. Bickerton.

Classique Coaches, Ltd. (246,100).—Private company. Registered February 27th. Capital £7,500 in 7,000 ordinary shares of £1 each and 10,000 deferred shares of 1/- each. Objects: To carry on the business of motor garage, coach, charabanc, taxicab, omnibus, cab, fly and other conveyance proprietors, coach builders, etc. The first directors (to number not less than 2 nor more than 3) are: J. W. Munday, S. A. Thixton. Both permanent, subject to each holding £500 shares.

Amalgamated Motors, Ltd. (246,198).—Private company. Registered March 1st. Capital £1,000 in £1 shares. Objects: To carry on the business of cartage, haulage and transport contractors and agents, carriers of passengers and goods, vehicle proprietors, garage proprietors, etc. The directors are: A. Allen, J. W. Morris, A. Buting, H. Andrew, H. Robinson, S. H. Robinson.

Highways Transport (Birmingham), Ltd. (246,186).—Private company. Registered March 1st. Capital £100 in £1 shares. Objects: To carry on the business of haulage, cartage and road transport contractors, general forwarders, shipping and insurance agents, etc. The directors are: W. R. Salmon, (permanent director and chairman), G. H. Brown. Registered office: Room 33, 35, Paradise Street, Birmingham.

Dobinson's Road Transport, Ltd. (246,174).—Private company. Registered March 1st. Capital £100 in £1 shares. Objects: To carry on the business of road transport and haulage contractors, etc. The directors are: N. Proops, H. A. Dobinson. Registered office: 16 Upper St. Martin's Lane, W.C.2.

Probets & Skeggs, Ltd. (246,303).—Private company. Registered March 6th. Capital £1,000 in £1 shares. Objects: To acquire the motor coach and motor hire business carried on by S. R. Probets at Taplow and district. The first directors (to number not less than 2 nor more than 5) are: S. R. Probets, R. L. D. Skeggs, (both permanent). Registered office: "Southdown," Bath Road, Taplow.

Burley's Garages, Ltd. (246,287).—Private company. Registered March 6th. Capital £1,000 in £1 shares. Objects: To acquire the business now carried on at William Street, Aston, Birmingham, as "Burley & Sons" and to carry on the business of char-a-banc proprietors, hackney carriage proprietors, jobmasters, taxi proprietors, etc. The directors are: A. Burley, Mrs. F. Burley. Registered office: 72 & 74, William Street Lozells, Birmingham.

Loumax Omnibus Company, Ltd. (246,337).—Private company. Registered March 7th. Capital £750 in 500 "A" shares of £1 each and 500 "B" shares of 10/- each. Objects: To acquire the business of motor omnibus proprietors now carried on by X. L. P. Grundel and M. Grundel as "L. & M. Grundel" at 60, Lower Road, Harrow. The permanent directors are: Mrs. Violet F. A. Sayers, M. Grundel, R. S. Cole.

Orr, Hill & Dale, Ltd. (246,394).—Private company. Registered March 8th. Capital £100 in £1 shares. Objects: To acquire the business of a haulage contractor carried on by G. F. Crisp at Pinehurst Garage, Farnborough, Hants, as "Orr, Hill & Dale." The directors are: G. F. Crisp, Mrs. Helena Crisp. Secretary: C. Munton. Registered office: Pinehurst Garage, Farnborough, Hants.

Cook's Motorways, Ltd. (246,390).—Private company. Registered March 8th. Capital £100 in £1 shares. Objects: To carry on the business of charabanc, motor bus and coach proprietors, etc. The directors are: A. F. Cook, B. J. Cook, Junr., F. Bennett. Secretary: F. Bennett. Registered office: 31a, Askew Crescent, Shepherd's Bush, W.12.

Gray's Coaching Service, Ltd. (246,413).—Private company. Registered March 10th. Capital £3,500 in £1 shares. (1,200 7 per cent. cumulative preference and 2,300 ordinary). Objects: To carry on the business of motor coach proprietors, hirers and booking agents formerly carried on by J. Gray and F. H. Moore, as Gray's Coaching Service, at 53, Fife Road, Kingston-on-Thames and 49, London Road, Twickenham. The first directors (to number not less than 2 nor more than 7) are: J. Gray, F. H. Moore, F. J. Doddington, M. B. Darling. Secretary and Solicitor: E. M. Brandebourg, 20a, Eden Street, Kingston-on-Thames.

Plymouth and District Express Delivery, Ltd. (246,471).—Private company. Registered March 12th. Capital £1,000 in £1 shares. Objects: To acquire the business of delivery contractors now carried on by J. Metcalfe and S. J. Ruse, at Gibbon Lane, Plymouth, as the "Plymouth and District Express Delivery Co." and to carry on the business of carriers of passengers and goods, caterers for and organisers of vehicular and other excursions, etc. The permanent directors are: J. Metcalfe, S. J. Ruse.

Victoria Motorways, Ltd. (246,475).—Private company. Registered March 12th. Capital £2,000 in £1 shares. Objects: To acquire the business of a motor omnibus, motor charabanc and garage proprietor now carried on by E. M. Sales, at Netherseal, Derby, as "Victoria Motorways." The directors are: E. M. Sales (permanent managing director), J. H. Field.

Speedy Transport & Garages, Ltd. (246,472).—Private company. Registered March 12th. Capital £7,000 in £1 shares (1,500 6 per cent. cumulative preference and 5,500 ordinary). Objects: To acquire the business of motor transport contractors, garage proprietors, etc., carried on by Geraldine Hedges and Patricia G. N. McOstrich, at 88, 94, 96, 98, 48, & 49, Ebury Mews, Eccleston Street, and 73, Lyall Mews, Eaton Square, S.W., as the "Speedy Transport Co.," and to adopt an agreement with the above and Lady Iris M. A. de Vere Capell and G. P. Hargreaves. The first directors (to number not less than 2 nor more than 6) are: Miss G. Hedges, Miss P. G. M. McOstrich, Lady Iris M. A. de Vere Capell, G. P. Hargreaves. The two first named are permanent.

Griffiths & Davies, Ltd. (246,492).—Private company. Registered March 13th. Capital £2,000 in £1 shares. Objects: To acquire the business of motor omnibus and motor car proprietors heretofore carried on by D. Griffiths and W. J. Davies, at Newbridge and Cwmcarn, Mon. The directors are: D. Griffiths (managing director), W. J. Davies, R. Griffiths, J. Griffiths, Winifred Griffiths (all permanent, subject to each holding 200 shares). Secretary: W. J. Davies.

Twickenham Motors, Ltd. (246,507).—Private company. Registered March 13th. Capital £2,500 in £1 shares. Objects: To carry on the business of garage proprietors, proprietors and letters on hire of vehicles of all kinds, etc. The permanent directors are: H. J. Bartlett, J. H. Walford.

Motorways (1930), Ltd. (246,553).—Private company. Registered March 15th. Capital £7,000 in 5,750 6½ per cent. cumulative participating preference shares of £1 each and 2,500 cumulative ordinary shares of 10/- each. Objects: To adopt an agreement with P. W. Grindrod and H. J. Spencer for the purchase of certain assets of Motorways, Ltd. and to carry on the business of motor coach proprietors, travel and tourist agents, etc. The permanent directors are: W. R. M. Churcher (chairman), P. W. Grindrod, L. Currie, H. J. Spencer. Registered office: 44, Cranbourn Street, W.C.2.

Norman E. Box, Ltd. (246,604).—Private company. Registered March 18th. Capital £60,000 in £1 shares.

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(21,643 6 per cent. cumulative preference). Objects: To acquire the heavy haulage branch of the business carried on by Norman E. Box, Ltd. (incorporated in 1914), and to carry on the same and the business of shipping and forwarding agents, rail, road, ship and manufacturers' agents, general carriers, cartage contractors, Custom House agents, ship owners and brokers, bonded carmen, furniture removers and brokers, depository keepers, etc. The first directors (to number not less than 3 nor more than 15) are: Major Oswald C. Magniac, Sir John Humphery, Owen H. Smith, John E. Humphery, Rupert De la Bare, Henry Mainsbridge, Admiral Sir Audrey Smith, Norman E. Box and Norman F. Wentworth.

Brent Transport Company, Ltd. (246,610).—Private company. Registered March 19th. Capital £100 in £1 shares. Object: To carry on the business of haulage contractors, sand and ballast merchants, builders, builders' merchants, etc. The directors are: E. T. Harlow, G. Taylor. Registered office: Pattern Maker's Yard, Shrewsbury Road, N.W.10.

Link Safety Coaches (Bournemouth), Ltd. (246,628).—Private company. Registered March 19th. Capital £3,000 in £1 shares. Objects: To carry on business as proprietors, lessees, hirers and repairers of garages, coach stations, motor coaches and vehicles, and aeroplanes of every description, or wireless or aerial installations and accessories, booking agents, caterers and contractors for motor or aerial transport of passengers and goods, etc. The first directors (to number not less than 3 nor more than 5) are: P. A. Parkes (managing director), A. H. Douch, S. L. Wright. Secretary: Lillian N. Small. Registered office: 10, Lansdowne Road, Bournemouth.

Snowdonian Bus Company, Ltd. (246,742).—Private company. Registered March 22nd. Capital £1,500 in £1 shares. Objects: To carry on public motor services, and the business of proprietors of motor omnibuses, chars-a-banc, touring carriages, etc. The directors are: J. Williams, H. Shearing.

A. J. Peck & Co., Ltd. (246,717).—Private company. Registered March 22nd. Capital £1,000 in £1 shares. Objects: To carry on the business of haulage, carting and removal contractors, motor transport service proprietors, dealers in horses, carts, wagons and other vehicles, depository proprietors, motor and general engineers, garage and service station proprietors, carriers of passengers and goods, railway and forwarding agents, etc. The first directors (to number not less than 2 nor more than 5) are: A. J. Peck, Mrs. H. Peck, (both permanent).

Petroleum Haulage, Ltd. (246,734).—Private company. Registered March 22nd. Capital £3,500 in £1 shares. Objects: To carry on business as haulage contractors, carters, carriers and forwarding agents, etc. The directors are: F. E. Lacey, E. T. Philo, G. F. Hutchins. Registered office: 86, Tanner Street, Barking.

H. S. King & Son (Motor Transport), Ltd. (246,732).—Private company. Registered March 22nd. Capital £1,000 in £1 shares. Objects: To acquire the business of H. S. King & Son, of 11 & 12, The Arches, Queen's Road, Battersea, S.W.8, motor, electrical and general engineers, transport agents, general carriers, and haulage and removal contractors, carried on by Mrs. T. M. Deal. The first directors (to number not less than 2 nor more than 5) are: G. W. Overton, E. R. Deal, (life directors). Registered office: 11, 12, The Arches, Queen's Road, Battersea, S.W.8.

New Brighton Touring Company, Ltd. (246,768).—Private company. Registered March 24th. Capital £1,500 in £1 shares. Objects: To carry on the business of proprietors and hirers of all kinds of motor vehicles, carriages, aeroplanes, boats and other public or private conveyances, etc. The first directors are to be appointed by the subscribers.

Bence Motor Services, Ltd. (246,952).—Private company. Registered March 29th. Capital £10,000 in £1 shares. Object: To acquire the business of motor omnibus and chars-a-banc proprietors now carried on by W. J. Bence and Sons, Ltd., at Hanham, Glos. The directors are: D. E. Lyddon, J. F. Sambles.

Mortgages, Charges and Satisfactions.

Covent Garden Haulage Company, Ltd.—Debenture dated January 29th, 1930, to secure £2,250, charged on the company's undertaking and property, present and future, including uncalled capital. Holder: Mrs. R. Harris, 201, Southampton Street, S.E.5.

A. Pannell, Ltd.—First mortgage debenture dated January 29th, 1930, to secure £8,000, charged on the company's undertaking and property, present and future, including uncalled capital. Holder: A. I. Pannell, Albert Yard, Glasshouse Street, Vauxhall, S.E.11.

Amersham & District Motor Bus & Haulage Company, Ltd.—Two mortgages (1) on freehold land at Marlow Hill, Chepping Wycombe, and (2) on freehold land and buildings, "The Garage," Broadway, Amersham, with fixtures, etc., both dated February 3rd, 1930, to secure all moneys due or to become due from the company to the National Provincial Bank, Ltd.

Mayfair Transport Company, Ltd.—Debenture dated February 3rd, 1930, to secure £1,750, charged on the company's property, present and future, including uncalled capital. Holder: F. R. Hodgson, Moosomin, Felcourt, East Grinstead.

Beattie Coaches, Ltd.—Mortgage dated February 7th, 1930, to secure £600, charged on five plots of land in Bollo Bridge Road, Acton. Holder: J. W. Poultney, Sumatra Road, West Hampstead.

Viking Motors (Preston), Ltd.—Satisfaction to the extent of £100 on December 4th, 1929, of 2nd mortgage dated June 19th and registered June 2nd, 1926.

A. E. Handscombe & Co., Ltd.—Satisfaction in full on December 31st, 1929, of debentures authorised March 31st and registered April 2nd, 1927, securing £3,400.

Sheppey Motor Transport Company, Ltd.—Satisfaction in full on January 4th, 1930, of charge dated May 5th and registered May 23rd, 1919, and mortgage dated January 23rd and registered January 27th, 1926.

Blue Bus Service (Bridlington), Ltd.—Satisfaction in full on January 20th, 1930, of debenture dated September 21st and registered September 23rd, 1927, securing £3,000.

Cardinal Omnibus Company, Ltd.—Satisfaction in full on January 30th, 1930, of debenture dated June 10th, 1920, in favour of the Commercial Motor Garage and Repair Company, Ltd., and registered June 14th, 1929, securing £400.

Receiverships (Appointment or Release).

Northern Roadways, Ltd.—J. J. Hawkins, of 15 King Street, St. James', S.W., was appointed Receiver and Manager on January 28th, 1930, under powers contained in debenture dated May 18th, 1929.

NOTICES

The World's Carriers is published monthly, on the 15th of each month. Annual Subscription, including **World's Carriers Year Book and Diary**, £1 1s., post free.

Advertisement tariff sent on request.

The Editor, while promising to give prompt consideration to any articles, notes, drawings, or photographs submitted, disclaims all liability in connection with contributions sent in voluntarily. If a properly addressed and stamped envelope is forwarded, every effort will be made to return rejected contributions.

Books, pamphlets, prospectuses, and newspapers (the latter having any special item conspicuously marked) should be addressed to the Editor.

All remittances should be made payable to "**The Carriers Publishing Company, Ltd.**," Bangor House, 68 & 69 Shoe Lane, London, E.C.4, and crossed "Midland Bank, Ltd."

Telegrams: KARRIWORL, LUD, LONDON. **Telephone:** CENTRAL 6088 (2 lines).

Our Information Bureau.

FOR THE INFORMATION OF OUR SUBSCRIBERS we have recorded the names of General Carriers, Furniture Removers, Motor Haulage Contractors, and Forwarding Agents in all parts of the world.

Any subscriber requiring the name and address of a carrier, motor transport contractor, furniture remover, or forwarding agent in any particular town can obtain the information by writing us and enclosing a stamped addressed envelope.

FREE INFORMATION COUPON.

Information and advice can be obtained relating to Road Transport matters and concerning Motor Vehicles, such as Buses, Lorries, Steam Wagons, Delivery Vans and Tractors.

"THE WORLD'S CARRIERS."

Information Bureau Coupon.

APRIL, 1930.

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The
World's Carriers
AND
Carrying Trades' Review
A MONTHLY RECORD OF THE CARRYING TRADES OF THE WORLD.

VOL. XXVI.—No. 308. MAY 15, 1930. [ANNUAL SUBSCRIPTION, £1 1s. (INCLUDING YEAR BOOK AND DIARY).

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Safety First.

IF any excuse were needed for giving prominence to the National "Safety First" Week, which is being held from May 19th to 24th, the figures issued by the National "Safety First" Association supply all that is required. Briefly, it is stated that in Great Britain each year fifteen thousand persons are killed and over one million injured in various forms of accidents—at work, on the streets, or in the home. The decision, therefore, to promote a "Safety First" Week, during which the subject will be specially brought to the attention of the entire community, should be welcomed by all who are connected with transport in any shape or form. There are many contributory causes helping to augment the tragic figures already given, but when all is said and done road transport is responsible for nearly half of the fatal accidents. It does not follow that owners of vehicles are generally to blame, as we are convinced that in an enormous number of cases the carelessness of the pedestrian is the cause of accidents. Then again the makers of our highway have a big responsibility, as in many cases the slipperiness of the roads after rain is the cause of accidents. Whatever may be the cause, the figures quoted are so staggering that we say once again that it is the urgent duty of every road user, of every association connected with road transport, and of every local or county authority responsible for the roads, to support, both financially and personally, the movement which has been doing such splendid work to educate all concerned as to their duties and responsibilities in avoiding accidents.

In this connection we urge once more the importance of altering the rule of the pathway so far as it affects pedestrians in towns and cities, so that everyone will keep to the left, in this way facing the traffic, instead of as at present having the traffic behind them. We are glad to see a letter in "The Times," under the signature of a number of prominent men, whose names carry great weight in transport matters, advocating this alteration. This rule would not apply to pedestrian traffic on country roads where there is no pavement, but it should be enforced wherever there are side walks. If this can be accomplished we are convinced that a big step forward will have been made in reducing the number of accidents due to carelessness on the part of pedestrians in stepping off the pavement without looking to see the traffic which is coming up behind them.

The National Safety Week has as its Patron H.R.H. The Duke of York, K.G., its Chairman is the Rt. Hon. the Viscount Brentford, and the Vice-Chairmen are Sir Henry Maybury, G.B.E., K.C.M.G., C.B., and Sir Gerald Bellhouse, C.B.E., with Lt.-Col. J. A. A. Pickard, D.S.O., as the Hon. Secretary.

For the past five years the National "Safety First" Association has been conducting a campaign to educate all classes in the necessity for adopting safety first methods, and although the number of accidents has continued to increase there is no doubt that this good work has had its effect and with greater support its efforts should result in an actual reduction in the near future. It must be borne in mind that every year there is a tremendous increase in the number of motor vehicles placed on the roads, and Col. Pickard, in a letter to "The Times," draws attention to the fact, as stated in the House of Commons by the Home Secretary, that the increase in the percentage and in the actual number of accidents in 1929 was the smallest in any year since the War. This fact, coupled with the tremendous increase in the number of motor vehicles licensed, confirms the view that the work of the National "Safety First" Association has been fruitful and that, if its activities can be extended by adequate financial support, a very big reduction in the number of accidents, both fatal and non-fatal, would result. We give in another part of this issue a report of the luncheon which was held to introduce the Safety Week, which we commend to every one of our readers. We are glad to note that many organisations, recognising the value of the work, have largely increased their subscription to the funds while new firms have added their names to the list of contributors.

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Comment on Current Topics.

Hours of Industrial Employment.

We give in this issue some particulars of the Hours of Industrial Employment Bill, which has been introduced in the House of Commons by Miss Margaret Bondfield, the Minister of Labour. This Bill, which proposes to regulate the hours of work in industrial undertakings, is one in which transport employers are vitally interested as it proposes to make legal an eight hours day and a forty-eight hours week. We commend very seriously the memorandum, published in this issue, placed before the Minister of Labour by the National Road Transport Employers' Federation, and we have given this in full because of its great importance to all connected with road transport. It sets forth very ably the objections to including road transport in the Bill and if it becomes law the fresh obligations which will be placed upon road transport employers will be of such a nature as to render it practically impossible to carry on their business successfully. It is recognised that when once the driver of a vehicle leaves the yard or garage he is outside the control of the employer until he returns, and he cannot "down tools" on the stroke of the hour completing his legal period as can be done in a workshop or factory. His vehicle cannot be left by the roadside, nor can his journeys be fixed at a definite mileage. His duty is to take the goods which are in his charge to their destination, and nothing but chaos and loss can result from the proposed legislation. Elasticity is one of the essentials of road transport organisations and if a hard and fast line is drawn, beyond which no employer can go, the result will be to drive him off the road. It is to be hoped that the recommendations put before the Minister of Labour will result in keeping road transport outside the scope of the Bill, or if not of making modifications which will meet the serious objections put forward.

Proposed Unilateral System.

A proposal to introduce into London the unilateral system of dealing with waiting vehicles has been recommended by the London & Home Counties Traffic Advisory Committee and a number of streets has been scheduled for the experiment. Put briefly, it means that vehicles will only be able to unload or load on either side of these streets on certain days of the week. This proposal has been taken in the interests of through traffic and with the object of speeding up traffic and reducing congestion. A very strong opposition has been aroused, comprising a large number of important Associations and individual firms who would be adversely affected by the proposed scheme. Meetings were held at Transport House, under the Chairmanship of Mr. W. H. Gaunt, of J. Lyons & Co., Ltd., and with Mr. Archie Henderson, of the Transport & General Workers' Union, as Hon. Secretary. Negotiations took place with the Committee and the deputation were asked to put forward an alternative scheme for consideration. It is felt, and rightly so, that while the regulation would benefit fast moving traffic and omnibuses, which are not to be prevented from taking up and setting down passengers, it would very seriously affect distributors of goods, carriers, and transport firms wishing to deliver their goods to business houses situated in these streets. It is suggested that goods could be carried from one side of the street to the business house on the other side, but if this were permitted it would add to the congestion rather than diminish it. It is only proposed to try the scheme for six months as an experiment, but while it is easy to start it is very difficult to discontinue a new system when once it has been commenced. We do not think the benefits to be gained in increased speed and reduction of congestion will compensate for the hardships entailed on those delivering goods and those receiving them.

Charing Cross Bridge.

The rejection in committee of the Charing Cross Bridge Bill, while unexpected, is not a matter for unrestrained regret. While the London County Council who, together with the Southern Railway Co., were the promoters of the Bill, may have been quite right from their point of view in their decision not to offer any alternative to the site already chosen as the best for the purpose, yet still there has been a strong feeling that a better scheme can be produced, which would avoid the disadvantages inherent in the original proposals. Full sympathy must be given to the Southern Railway who have no wish to withdraw the present Charing Cross Station from its unique position and take up another one on the other side of the river. At the same time they had subordinated their interests, but naturally drove as hard a bargain as they could and insisted on the position fronting the south bank of the river, known as the Lion Brewery site. Many high authorities are of the opinion that the scheme was a bad one, and the suggestion is now made by an eminent architect that there is no need to remove the station at all and that the bridge, which is the really important part of the scheme, can be built to the east of the railway bridge and fulfil all the requirements at a greatly reduced cost and in much less time. This proposal seems a most sensible one, and unless there are objections of paramount importance, it should be practicable for an entirely new scheme to be put forward. It is a retrograde step to take away the facilities which travellers from the Continent and from the south coast have had for so many years in the present terminus of the South Eastern section of the Southern Railway, and there does not seem any real reason why the station should be demolished and transferred to the south side of the river with a great reduction in travelling facilities. We agree with the statement of Sir Henry Cautley, chairman of the select committee, that the Charing Cross Bridge would be an immense improvement to London and that such a bridge will be made. We believe, therefore, that in spite of the regrettable delay, good will come of the action of the committee and after further consideration a new scheme will be placed before Parliament, which will give all that is required, without disturbing the Southern Railway and leaving the south shore of the river to be developed on lines which will make it a worthy companion to the magnificent embankment on the north side of the river.

Loading of Cargo Ships.

The announcement of an International Conference to meet in London on May 20th next to consider the load lines of merchant ships takes one back in thought to the days when the Plimsoll line was introduced. The object of the forthcoming conference is to establish uniform loading limitations for the ships of all nations and to secure that such limitations shall be enforced uniformly in different parts of the world. At the time of going to press the list of countries to be represented was not complete but it includes :— Australia, Belgium, Canada, Chile, Cuba, Denmark, Finland, France, Germany, Great Britain, Hungary, India, Irish Free State, Yugoslavia, Latvia, Mexico, the Netherlands, New Zealand, Norway, Paraguay, Peru, Poland, Portugal, Spain, the Union of Socialist Soviet Republics, and the United States of America. There is already agreement between maritime nations to a considerable extent on the subject to be discussed, but the objects will be to revise the rules in force and to simplify them : to make special provision for timber ships and tankers; it is felt also that the loading limitations

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to be allowed at different seasons and in different latitudes ought to be settled by agreement and that the entire system should be made universal, if possible.

Accidents by Night.

A letter from Mr. L. H. Pomeroy, M.I.M.E., M.I.A.E., Managing Director, The Daimler Co., Ltd., Coventry, appearing in this issue, is worthy of consideration. His suggestion is that the backs of all lorries and slow moving vehicles should be painted white so that they can easily be seen by faster traffic overtaking them at night. Any suggestion for reducing the number of accidents and for making road transport safer is to be welcomed, and we do not see any reason why Mr. Pomeroy's suggestion should not be carried out with benefit both to commercial motor transport and to the users of private cars.

Furniture Warehousemen and Removers.

The annual meeting of the Furniture Warehousemen and Removers' Association will be held on Wednesday, May 21st next at the Hotel Victoria, and we take this opportunity of drawing the attention of all members of the Association to the importance of this annual conference. After a full morning of meetings, at which Mr. A. E. Millard, the President, will occupy the chair, comprising the annual business meeting of the Association; the annual general meeting of the British Association of International Furniture Removers and the annual general meeting of the Benevolent Fund, the afternoon will be devoted to addresses by leading members of the Association on subjects of great interest to the members. This will be followed by the annual dinner, at which the newly appointed President will preside.

Tramways, Light Railways and Transport Association.

THE Annual Congress of the Tramways, Light Railways and Transport Association will be held at Hastings from June 11th to 13th inclusive. On the evening of June 11th the Chairman of the Council, Mr. E. H. Edwardes, will hold a reception at the Queen's Hotel and there will be a civic reception by the Mayor of Hastings in opening the Congress. Papers will be read by Mr. W. Vincent Edwards, the General Manager and Engineer to the Hastings Tramways Co., Ltd., on "Notes on Substituting a Trolley-Omnibus System for a Tramway," and by Mr. J. L. Burton, Road Transport Manager to the English Electric Co., Ltd., assisted by Mr. H. H. Andrews, the Sales Manager of the Traction Department, on "The Tramcar: Present and Future." Included in the events will be two luncheons, given by the Mayor and Corporation of Hastings and the Hastings Tramways Co., Ltd., respectively, motor coach outings on both afternoons and the Members' Annual Dinner, at the Queen's Hotel, on the evening of Friday, June 13th.

Personal Notes.

Institute of Transport. President-Elect.—The Hon. Sir Arthur Stanley, G.B.E., C.B., M.V.O., who, as announced in this issue, will take office on October 1st next as President of the Institute of Transport in succession to Sir Josiah C. Stamp, G.B.E., whose Presidential year then expires, is the third son of the sixteenth Earl of Derby and a younger brother of the present holder of the title. As a founder member, he took a prominent part in the inauguration of the Royal Automobile Club of which he is Chairman. Sir Arthur takes a keen interest in all forms of transport and is a strong supporter of the movement for better roads in this country. He is a Vice-President of the Roads Improvement Association.

THE HON. SIR ARTHUR STANLEY, G.B.E., C.B., M.V.O., PRESIDENT-ELECT, INSTITUTE OF TRANSPORT.

Appointment.—Mr. G. Cardwell, General Manager of the North-Western Road Car Co., Ltd., has received an appointment with Thomas Tilling, Ltd. His position with the North-Western Road Car Co., Ltd., is being taken over by his principal assistant, Mr. J. W. Woman.

Mr. A. W. Riley joins the Sunbeam Motor Car Co., Ltd.—Mr. A. W. Riley, who has been engaged in the commercial motor industry since leaving the Army at the end of the War, has joined the commercial vehicle department of the Sunbeam Motor Car Co., Ltd. He is concentrating chiefly on the municipal sales side.

Major J. A. Eckes.—Major J. A. Eckes, of Messrs. Langstaff, Erembert and Co., Ltd., shipping and forwarding agents, of Liverpool, has been mentioned as the probable successor of Lieut.-Colonel A. Buckley as chairman of the Liverpool Chamber of Commerce. Major Eckes is the son of the late Mr. and Mrs. J. B. Eckes, of Sefton Park, and is the brother of Mr. E. H. Eckes, who four or five years ago was chairman of the Liverpool Shipping and Forwarding Agents' Association. Major Eckes is keenly interested in the work of the Association.

MAJOR J. A. ECKES.

S.M.M. and T. New Secretary.—Mr. R. H. S. Spicer having resigned his office as Secretary of the Society of Motor Manufacturers and Traders, Ltd., the Management Committee has appointed Mr. D. C. McLagan, D.S.O., O.B.E., lately Secretary of the Accumulator Makers' Association, as Secretary in his stead. Mr. J. C. J. Phillips, the Society's Business Manager, will continue in general control and conduct of the affairs of the Society.

Morecambe's Transport Manager.—Mr. H. B. Sharp, Rolling Stock Superintendent of the Rotherham Corporation Tramways, has been appointed Transport Manager of the Morecambe and Heysham Tramways. Mr. Sharp was formerly associated with the engineering department of the Bradford Corporation Tramways.

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Hours of Industrial Employment Bill.

The Hours of Industrial Employment Bill, to regulate the hours of work in industrial undertakings, has been introduced in the House of Commons by Miss Margaret Bondfield, the Minister of Labour, supported by Mr. William Graham, Mr. Attorney-General and Mr. Lawson, and awaits its second reading.

This Bill is based upon the Washington Hours Convention of 1919 and limits the ordinary working hours of workers in industrial undertakings to eight in any day and forty-eight in any week (the "statutory limits"). Extensions of the limits are allowed as follows:—

(a) Workers who are employed for less than eight hours on any day of the week may be employed up to nine hours on all or any of the other days subject to the weekly maximum of 48 hours.

(b) The hours of shift workers may be arranged so as to average not more than 48 hours over two or over three weeks.

(c) The employment of workers upon continuous processes may extend to 56 hours weekly upon an average over three weeks.

For the "statutory limits" of working hours the Minister may by regulations provide other limits on the agreed proposals of organisations of employers and of workers, subject to a weekly average of not more than 48 hours.

The working of 48 hours in a week of five days or less may be permitted by the Minister subject to the agreement of the workers' organisation.

Preparatory and complementary work and essentially intermittent work may be permitted outside the statutory limits.

Overtime may be worked in order to deal with pressure of work which cannot be dealt with during the ordinary working hours of the workers available. The payment for overtime must be at not less than time-and-a-quarter. Overtime must not exceed 32 hours in any period of 28 days; this maximum may be varied by regulation or order.

The restrictions upon working hours do not apply in case of accidents and other emergencies.

Employers are required to notify workers of their ordinary working hours and to keep records of hours worked.

Clauses 8 and 9 of the Bill deal with the enforcement of the provisions of the Bill, including the appointment of inspectors and the penalties for contravention.

Before making any order or any regulation relating to the arrangement of working hours, the Minister is required to consult organisations representing the employers and workers who will be affected. No such order or regulation affecting workers to whom Part IV of the Railways Act, 1921, applies may be made unless it is in accordance with a recommendation by the railway companies and the railway trade unions jointly or by the Central Wages Board or the National Wages Board. All regulations and orders are to be laid before both Houses of Parliament.

Power is taken to suspend the operation of the Bill in case of national emergency.

The Bill applies to work in mines (except underground in coal mines), in quarries, in factories and workshops of all kinds, upon building and works of construction, at docks and upon the warehousing of goods under contracts for such warehousing, and the transport of passengers or goods under contracts for such transport, by railway, motor vehicle, or horse-drawn vehicle.

Industrial branches or departments of non-industrial undertakings are included.

Non-industrial branches or departments of industrial undertakings are excluded, except that the Bill applies to the warehouse and transport branches of industrial undertakings notwithstanding that they may not be engaged upon warehouse and transport work under contract.

The Bill does not apply to undertakings confined to the employer's family, to persons engaged in supervisory, managerial or confidential capacities, to clerical workers, to home workers, to persons employed at sea, to persons employed underground in coal mines, or to persons employed in agriculture.

Workers in industrial undertakings under the Crown or under local authorities are included under the Bill.

It is provided that shorter hours or higher rates of wages secured by custom or agreement shall not be affected by the Bill.

An increased charge on the Exchequer is proposed under Clause 8 in respect of the salaries of inspectors and other officers appointed for the purpose of enforcing the provisions of the Bill. It is contemplated that Inspectors should be appointed under the Bill only to the extent to which the assistance available from the existing industrial inspectorate is insufficient. It is not expected that the additional cost arising under Clause 8 will exceed £50,000 annually.

Institute of Transport.

Election of Officers, 1930-31.

The Institute of Transport announces that the Council has elected the undernamed gentlemen to take office on October 1st next:—

President:

The Hon. Sir Arthur Stanley, G.B.E., C.B., M.V.O.

Past Presidents to serve on the Council:

Sir Henry P. Maybury, G.B.E., K.C.M.G., C.B., Colonel Sir Joseph Nall, D.S.O., T.D., Mr. R. H. Selbie, C.B.E., Mr. Roger T. Smith, Air Vice-Marshal Sir W. Sefton Brancker, K.C.B., A.F.C., Sir Josiah C. Stamp, G.B.E.

Vice-Presidents:

Mr. A. L. Barber, Mr. R. Bell, C.B.E., Mr. Sidney E. Garcke, Mr. R. J. Howley, C.B.E., Mr. J. H. Follows, C.B.E., M.V.O., Mr. D. J. Owen.

Honorary Treasurer:

Sir Henry P. Maybury, G.B.E, KC.M.G., C.B.

Long Distance Goods Haulage.

A National Committee Formed.

A number of the principal firms engaged in long-distance goods haulage has met together to consider the special problems of this section of road transport and to seek their solution. The following firms were represented at the conference:—McNamara & Co. (1921), Ltd., Geo. Monro, Ltd., Southern Roadways, Ltd., Dalgleish & Sons, Ltd., Northern Motor Utilities, Ltd., United Service Transport Co., Ltd., A. J. Gupwell, Ltd., Kneller and Chandler, Ltd., M.R.S., Ltd., Ryburn Garage & Transport Co., Ltd., Nottingham Chamber of Commerce, Transport Dept. A Committee was appointed by the Conference to inquire and report upon these matters, and the following gentlemen were elected to serve:—Sir Maxwell Hicks, C.B.E. (McNamara & Co. [1921], Ltd.); Mr. W. Donaldson Wright (Transport Department, Nottingham Chamber of Commerce); Mr. E. C. Marston (M.R.S., Ltd.); Mr. J. A. M. Bright (Southern Roadways, Ltd.); Mr. L. W. Gupwell (A. J. Gupwell, Ltd.), with Mr. E. B. Hutchinson as Hon. Secretary.

Messrs. Thomas Allen and Co., Ltd., Messrs. A. C. Marston & Co. (Liverpool), Ltd., and Messrs. Carey, Davis & Thomas have since joined the movement, and Mr. P. R. Turner, of Thomas Allen & Co., Ltd., has been added to the Committee.

It is the wish of the Committee to make the scope of its enquiry as wide as possible; to secure co-operation from the trade generally, and to enlist the sympathy of the Press, and it will be pleased to receive communications from firms engaged in the haulage industry. Such should be addressed to the Hon. Secretary, Long-Distance Road Haulage Committee of Enquiry, 12 Grosvenor Gardens, London, S.W.1.

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National Road Transport Employers Federation.

Hours of Industrial Employment Bill.

Road Transport (Goods) Deputation to the Minister of Labour.

MECHANICAL TRANSPORT.

1. We expressed the intention, on the occasion of our deputation to you, of submitting for your consideration a statement in support of our representations as to the effect of the Hours of Industrial Employment Bill in relation to Road Transport.

2. It is necessary at the outset that we should clearly state that we are representing goods carriers only and we have no claim or authority to voice the views of the passenger-carrying interests.

3. This Federation is a national organisation embracing associations in London, the Home Counties and the more important towns in the provinces, and our members operate as haulage and cartage contractors by mechanical and horse vehicles.

4. We were encouraged in giving a frank exposition of the actual conditions prevailing in the road transport industry by your assurance to the main deputation on Tuesday, the 11th March, that you would consider these representations as an Industrialist rather than as a Politician.

5. The proposals contained in the confidential document submitted by you have given rise to the greatest misgivings in the minds of all those operating in the road motor industry. As representatives of this industry we feel obliged to say that many of the proposals are entirely impracticable if the industry is to retain a healthy and vigorous condition.

6. In no circumstances can we conceive of the possibility of working to a rigid day, and further, the greatest alarm is felt at the heavy costs the proposed Bill would impose. It should be borne in mind that the industry is already almost unbearably burdened by heavy taxation which has increased by 200 per cent. in less than the last four years.

7. We submit that road transport is work of an essentially intermittent nature and cannot be operated under the rigid limitation of time imposed by statute.

On account of its mobility it cannot be conducted in the same manner as a factory or workshop where the system of control is circumscribed within the four walls.

8. The unforeseeable character of the work undertaken makes it essential that the greatest elasticity possible with regard to working hours shall be maintained. This has always been recognised in the numerous negotiations which have taken place between members of this Federation and the Transport and General Workers' Union, and while the Agreements that have been entered into allow a very good standard of living to the employees no irksome restrictions have been placed on the hours of working.

9. It is indeed impossible to foretell approximately what time will be occupied in carrying out any particular job. It is quite impossible to foresee how long a vehicle will take to load, what time the actual journey will occupy on account of the varying conditions which may be experienced en route, or how long it will take to discharge the vehicle once it has arrived at its destination. This simple illustration should serve to show the utter impracticability of working within the confines of definite hours.

10. When vehicles leave the yard or garage the owner has no further contact until their return.

11. Vehicles attending at docks, wharves, warehouses, railway depots, factories or markets to collect their loads are subject to delays caused by congestion or unfavourable weather conditions interrupting the loading and unloading of vehicles, the non-arrival of ships through tides and other natural causes. It would be a normal condition in dock work for a driver to be on duty for a period of 12 hours during the day, out of which his actual working time would be only 7 or 8 hours.

12. Road transport is the handmaiden of other industries and the strict application of the limited day would create chaotic conditions with disastrous results to those industries dependent upon it.

They rely upon the prompt and early attendance of road transport to deliver their goods when the factory opens, and to be in a position to receive right up to the moment of closing. Those goods have then to be distributed or delivered to docks or railway sidings, and in the case of goods for shipment an inability to deliver may mean missing the ship.

13. The prosperity and well-being of industry generally depends in a very marked degree on an efficient and prompt road motor service. This is particularly so in the case of the textile trade, distributive trades, and meat, fruit and vegetable markets.

14. The difficulty of confining this industry to regulated hours was very efficiently discussed recently with the Minister of Transport and his representatives, the railway companies, the municipal transport undertakings, trade union representatives and this Federation. The discussion centred round what is now Clause 19 of the Road Traffic Bill, and it was found quite impossible to fix hard and fast limits to the daily work of the employees in this industry, and, in consequence, every effort was made to produce a clause of the utmost elasticity. When introducing the Bill in the House of Commons and referring to this particular clause, the Minister of Transport said: "There will be difficulties that we cannot foresee and difficulties which, if they are embedded in a Statute, will tie us up to some absurd position if we cannot get elasticity." We firmly endorse these words as being a bare statement of fact.

15. We would direct your serious consideration to the main factors of these negotiations:—

(a) The representations were made by representative organisations of Employers and Employees.

(b) The Minister admitted the difficulties of applying a rigid restriction of a 10-hour day (which he extended to 11) to drivers of motor vehicles.

(c) That even the limitation of 11 hours should be extended under certain conditions.

(d) That it would be necessary to exonerate from any liability those contravening the clause in the event of unavoidable delays and unforeseen circumstances.

16. There are other headings in the Memorandum which cause us the greatest concern.

While it is proposed to include the road transport industry in the scope of the Bill, it is intended at the same time to exclude certain branches of transport which are in direct competition with us.

We refer particularly to the exclusion of the owner-driver and any members of an employer's family, of coastal shipping seamen and inland waterway workers, of Post Office motor drivers and persons employed in agriculture.

With regard to the first class mentioned, viz., the owner-driver and members of an employer's family, this kind of operator has always occasioned the greatest damage to this industry on account of the uneconomical manner in which work is carried out, and with the great advantage of freedom accorded under this Bill, this damage will be accentuated and well organised firms employing trade union labour on agreed terms will undoubtedly suffer seriously.

Both the trade unions and employers' associations urged the Minister of Transport to include the "owner-driver" in Clause 19 of his Road Traffic Bill and he agreed. We would stress the necessity of his inclusion also in the Hours of Employment Bill if that Bill is to be made applicable to road transport.

With regard to the second class—the freedom accorded to coastal shipping seamen and inland waterway workers will enable them to compete with us on very favourable terms.

The exclusion of the Post Office motor drivers is also very grave as it must be borne in mind that many of our members contract with the Post Office for large numbers of motor vehicles, and under the Bill these men will be subjected to a restricted day.

In the case of agricultural workers we desire to point out that, at the present time, large numbers of these workers drive motor vehicles to various markets on several occasions during a week. We presume that as they must be rated as primarily workers in agriculture, they will be excluded from the Bill.

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17. The proposal to impose payment at the rate of time and a quarter for all overtime is also extremely onerous. It has always been recognised by the trade union that on account of the nature of the work, some latitude should be given, and the Agreements entered into in every case provided for at least 6 hours a week overtime at a flat rate.

The further proposal to limit the normal working week of 48 hours to six days, and to treat any hours worked on Sundays as "overtime" to be deducted from the proposed maximum of 32 hours overtime in any four weeks, is a further restriction which if applied to road transport will entail the most serious consequences. It is contrary to all accepted conditions hitherto prevailing.

If these clauses are imposed on this industry it will certainly mean the termination of the present wages agreements, as in the circumstances it would be quite impossible to pay the present scale of wages. This would undoubtedly lead to considerable industrial trouble in an industry which has hitherto conducted its affairs in a very peaceable manner, and we cannot accentuate the fact too strongly that it will lead to an enormous casualisation of labour.

18. In the distributive trades in London to-day a driver of a motor vehicle would cover an area of six or seven miles say from Charing Cross. Normally the driver would arrive at the garage at 8 a.m. leaving with his vehicle at 8.30 a.m. He would complete his round and return at approximately 2.30, having at a period convenient to himself taken his meal time. His working time will have occupied 5½ hours. In present circumstances the driver would undertake a second journey, but under the restrictive conditions of the Bill this will be impossible and the man must, therefore, stand aside and the vehicle driven by another man for the second journey. The result being that one man on six days will have performed 33 hours duty and the second man on five days 27½ hours, as Saturday being a short day only one journey will be done.

19. The industry could not possibly continue to maintain these men as weekly servants under such circumstances without enormously increasing the cost of the service. At such times as the summer holiday season, Christmas and other rush periods there are exceptional demands made upon these services which under any shift system or change over of drivers would be completely disorganised. Further, these services furnish perquisites to the drivers, the loss of which would be greatly resented.

From our experience of the drivers we have no hesitation in saying that there is no desire on their part to lessen their duties, and from our knowledge of the long periods of service which many of them have put in with their respective employers they are content in their employment.

The fact that the London Road Transport Agreement between the employers and the union in London was signed in September, 1924, and has continued unaltered to the present date without any approach from either side for any change in its conditions and without disturbance in the industry of any kind whatsoever in the whole of that period is very significant. This may also be said to apply in the other organised areas.

20. Vehicles are let out on contract to traders, and the requirements of the traders may be that both the driver and the vehicles shall be at his disposal for an 8-hour day to meet the ordinary needs of his factory or warehouse. As the vehicles are used on distribution no employer could give a guarantee that the service would not exceed 8 hours, and consideration must also be given to the additional time occupied in travelling to and from the garage.

21. Having regard to the general state of trade the wages and working conditions of road transport workers are highly favourable when compared with other classes of skilled or unskilled labour.

In the more highly organised areas such as ports, the wages paid are:—

Drivers of motor vehicles up to 2 tons	...	66/- per week
„ „ „ „ over 2 tons	...	72/- „ „
„ „ six-wheeled vehicles	... ...	76/- „ „

The men are weekly servants. They are paid for all Statutory holidays and in most cases receive a week's holiday with pay.

They work to a 48-hour week, and any hours worked in excess thereof are paid at flat time rate for the first six hours and time and a quarter thereafter.

Our agreement with the Transport & General Workers' Union provide that a man shall have a rest period between the finishing of one period of work and the commencing of another.

22. We have already urged as strongly as possible before you the necessity for this industry being excluded from the Bill and we must take this opportunity of reiterating with all the force at our disposal, the absolute necessity of this course.

23. In conclusion, we desire to point out that the work undertaken by the employees in this industry is of a far less arduous nature than almost any factory work, that the health of the men in the industry is very good, and that we know of no demand either in the trade or amongst its employees for legislation of the nature foreshadowed.

HORSE TRANSPORT.

1. In considering the application to horse-drawn transport of any legislation in the matter of working hours, such as is contemplated in the proposed Bill it should be borne in mind that all connected with the industry have the full realisation that it is impossible to mechanise this form of employment.

2. It is an industry which is closely akin to agriculture in that it is subject to influence beyond the control of those actually engaged in it and, furthermore, by virtue of the fact that the care and attention of draught animals must be one of the foremost considerations of both employers and employees.

3. The desirability has always been recognised of having the same carter working the same horse or, in the case of teams, the same horses day by day. By doing so there is created that feeling of harmony between the two units which ensures smooth working as horses are temperamental and frequently resent change of control.

In addition there is the satisfaction arising from the knowledge that the carter will see that his animals are properly cleaned, fed and watered. These facts have constituted a serious objection to the introduction of anything in the nature of a shift system in cartage establishments.

4. The closest analogy in this respect in the transport world is to be found in the case of the inland waterways where the same set of men operate the same barge week in and week out, and this is probably one of the factors which have led to the exclusion of this class of transport from the provisions of the Bill.

5. Whilst on this point it is as well to point out that in some centres, e.g., Liverpool, cartage contractors working by means of horse-drawn units are in competition with inland waterways, and it is considered an unfair imposition that the one form of transport should be subject to restriction in the matter of working hours whilst leaving the other to be a free agent.

6. The attention of the Minister of Labour is respectfully called to the fact that her distinguished colleague, the Minister of Transport, during the recent debates in Parliament on the Road Traffic Bill, successfully resisted an amendment having for its object the inclusion of horse-drawn transport within the scope of that Bill; and from this it is natural to infer that Mr. Morrison recognises the peculiarities attaching to this form of transport.

7. Horse transport is essentially local in character and the hours of operation are dictated, not so much from the point of view of agreement between employers and employees, but solely by the demands of trade. In ports particularly there are violent fluctuations in the demand for horse transport, the coming and going of ships being irregular in practice, coupled with the seasonal outbursts of particular commodities. Whether the demand for transport is good or bad there is much time spent by each unit in each day which is wholly unproductive. This time cannot be gauged with any degree of accuracy and fluctuates according to the circumstances under which such units are working.

8. Road transport has been rightly described as the most sensitive link in the whole transport service as it must hold itself ready to meet the requirements of ships, manufacturers, warehouses and other centres where goods for conveyance arise, and any limitation of hours placed upon it will disorganise all industry, preventing the free flow of the raw materials, semi—and manufactured goods, and will interfere disastrously with the free passage of goods over the quays.

9. The difficulties which to-day exist in a port like Liverpool may be gauged from the fact that out of the 48-hour week there are only about 30 hours which, to take the French view, would be classified as "effective hours." Of the remaining 18 hours the local agreement between the employers and the trade union provides for 9 hours to be spent by the carter on tending his horse(s) in the stable, and the balance (9 hours) is spent in getting to the point of loading at the beginning of the day and leaving the point of discharge at the end of the day. Of the 30 hours referred to a certain indefinite and indeterminable proportion is spent in waiting for the opportunity to load or unload, and it is this exceptional feature in the

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conduct of road transport operations that has influenced the trade unions concerned to concede the principle of certain overtime hours being paid at ordinary rates, the number varying in different centres.

10. The exigencies of business in the ports have always necessitated long hours being worked by road transport. To take Liverpool as an example:—A 65-hour week, with extensive overtime, was formerly found to be essential to meet demands, and although the recognised working week has now been for many years on a 48-hour basis, there has been practically no reduction in the total number of hours demanded per transport unit in the week beyond the slight curtailment of one hour consequent upon the later starting time in industry generally. As a consequence carters with 20 hours overtime in the week are not exceptional.

11. As previously pointed out, this overtime is not worked at the desire of the owner of the transport, but is necessitated by circumstances beyond his control and by outside influences quite distinct from those which affect conditions of working in factories and the like.

12. Compliance with the terms of the Bill would tend to casualisation. It will not be denied that the most valued feature of a man's employment turns upon its permanency and, apart from reasons already given, it is most undesirable that any legislation should be imposed upon road transport which would bring in its train those undesirable characteristics of dockside employment, viz., casual employment, involving daily and twice-daily attendance at stands, with all its demoralising effects.

13. It is not going too far to assert that carters would take the greatest exception to any proposals which would interfere with their earning capacity, leading to constant pressure from their organisations for an enhanced scale of wages to compensate them for their lost overtime earnings, and such could only be conceded by increasing charges.

14. The proposal to exclude from the provisions of the Bill owner-drivers of horse-drawn transport, and members of their family working with them, has no justification when regard is given to the unfair competition with employing-owners which it originates, and the possibilities it affords to the unscrupulous of gathering around him a number of owner-drivers and their driving relatives who, in the aggregate, would constitute a grave menace to the better class employers whose establishments have to conform to the law.

15. The Minister of Transport has recognised the case against preferential treatment being accorded to this class of trader by including owner-drivers of motor transport within the terms of the clause in the Road Traffic Bill limiting the hours of continuous employment of motor men (Clause 19), a course he took after consultation with organised employers and the trade unions jointly.

16. Experience has shown that the enforcement of agreed working conditions upon small establishments is a more difficult proposition than in the case of concerns employing a considerable number of carters.

17. The drastic proposals of the new Bill would aggravate this problem, leading to collusion in the case of small concerns between the employer and his small number of employees to contravene the requirements of the law.

18. In view of the fact that the hours a man will be required to work is not known from day to day, neither his starting nor finishing time, it will be appreciated that "notification" as it is intended to provide in the Bill, could not be conformed to.

19. Taking a broad and general view of the terms of the proposed Bill in relation to horse-drawn transport, it is the considered opinion of those interested that, it being work of an essentially intermittent nature it cannot be operated under rigid limitation of time by statute.

20. The present precarious position of the horse-drawn transport industry has been brought about by the continued depression in trade, as it will be appreciated that all forms of transport are very sensitive to the conditions of industry.

21. It is, therefore, highly undesirable to throw upon this vital link in the chain of commerce any burden which would bring in its train increased charges and/or inadequate and inefficient services.

22. In conclusion, on account of the peculiarities of the horse-drawn transport industry—peculiarities quite distinct from any other activity except agriculture—the Minister is respectfully asked to exclude this form of transport from the provisions of her Bill.

In Parliament.

Street Accidents. Mr. Dukes asked the Home Secretary the number of accidents resulting in death or personal injury which were caused by vehicles and horses in the streets and public places of Great Britain during the year 1929, together with the number of persons killed or injured in these accidents? The reply of the **Home Secretary,** circulated in the Official Report, was as follows:—In 1929 there were in Great Britain 151,801 such accidents, 6,505 of which were fatal and 145,296 non-fatal; 6,696 persons were killed and 170,889 persons were injured. Of the total number of accidents, 5,830 fatal and 116,933 non-fatal accidents were attributable to mechanically propelled vehicles (including 108 fatal and 5,797 non-fatal accidents attributable to electric tramcars and trolley omnibuses), 177 fatal and 4,307 non-fatal accidents to horse-drawn vehicles and horses, and 498 fatal and 24,326 non-fatal accidents to pedal cycles.

Covent Garden Traffic. Rear-Admiral Beamish asked the Minister of Transport whether any new arrangements were being considered for the introduction of the one-way working traffic system in the immediate district surrounding Covent Garden, with a view to relieving the congestion of traffic in the neighbourhood of Covent Garden market? **The Minister of Transport** said that no new arrangements were under consideration for the introduction of one-way working in the immediate district surrounding Covent Garden, as under existing conditions it would not appear practicable to effect any improvement thereby.

Proposed One-Way Traffic in London Squares. Asked whether he would be prepared to consider issuing Regulations for compulsory roundabout traffic in all London squares, in view of the dangers to pedestrians and motorists of the present disorganisation? **The Minister of Transport** (Mr. Herbert Morrison) said that the suggestion had already received most careful consideration, and he was advised that a general Regulation making compulsory roundabout traffic in all London squares, irrespective of circumstances, would not be desirable from the point of view of either traffic convenience or public safety. Extensions of the one-way traffic system were constantly under consideration and being sanctioned. The Ministry of Transport never separated the question of traffic control from considerations of public safety.

Civil Aviation. Commander Bellairs asked the Prime Minister whether the Government had considered the desirability of making civil aviation entirely independent of military control, and whether he could state the future policy of the Government on this matter? **The Prime Minister** (Mr. Ramsay MacDonald), replying, said that civil aviation in this country was not under military control, the Air Ministry being a Department which had a number of civil, in addition to its military, functions. His Majesty's Government did not contemplate any alteration in the existing system. **Commander Bellairs:** In view of the fact that no confidential details are involved, will the Government consider the advisability of holding a public inquiry into the whole matter of placing civil aviation on the same footing as the mercantile marine, and independent of the Air Ministry? **The Prime Minister:** That is a totally different question, but, if the hon. and gallant Member will put his question on the Paper, I will give him a reply.

Metropolitan Police and Traffic Control. Asked what was the total number of men employed in the Metropolitan Police Force in 1913, and how many of them were engaged on traffic control work, and if he would give the corresponding figures for the year 1929? The **Home Secretary** (Mr. Clynes) said that the strength of the Metropolitan Police Force on 31st December, 1913, was 18,916, and of these approximately 440 were engaged on traffic control. The corresponding figures for 31st December, 1929, were 19,512 and 1,400.

B.A.I.F.R. New Members.—The following firms have been elected to membership of the British Association of International Furniture Removers:—Messrs. Martini and Cie, S/A, 17 Avenue Thiers, Nice, and Julius Schumacher, Billstrasse, 155, Hamburg 27.

Schrader Tyre Gauge.—Messrs. A. Schrader's Son, Inc., of 26/29 New Street, Westminster, London, S.W.1, have issued an attractive poster dealing with the new Schrader Service Tyre Gauge. Copies will be forwarded to any trader who will make application to the Company.

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Road Traffic Bill.

Progress in Committee.

Standing Committee C of the House of Commons are continuing consideration of the Road Traffic Bill. At the time of writing Part IV of the Bill, which sets out regulations governing the use of Public Service Vehicles, is being dealt with.

Inquiries Into Accidents.

Clause 23 enables the Minister of Transport to direct an inquiry to be made into the cause of an accident arising out of the presence of a motor vehicle on a road.

Mr. Ernest Brown sought to restrict the scope of such an inquiry to matters of a technical character.

The Minister of Transport said that in the main such inquiries would have a technical objective in view, but the nature of the inquiries and the degree of formality would vary very considerably. There was the type of inquiry which would be public and formal in character, where people could appear on both sides and which clearly would require that public notice should be given. There might, however, be other inquiries of a quite informal character consisting even of merely visiting a garage and examining a motor car which had met with an accident to see whether anything was to be learned which would be of value. He should be sorry if such inquiries were restricted to matters of pure technique, although that would be the main purpose and they would not get very far from technical matters.

Mr. E. Brown moved at the end of Clause 23 to add the following new Sub-section:—(4) Any Report made by or to the Minister as the result of an inquiry under this section shall not be used in evidence by or on behalf of any person by or against whom any legal proceedings are instituted in consequence of the accident to which the inquiry relates.

This amendment was agreed to.

The clause as amended ordered to stand part of the Bill.

Permits for Greater Weights.

Clause 24, which gives power to highway authorities to authorise on specified highways carriage of greater weight than permitted by regulations, was agreed to after the Minister of Transport had pointed out that it was obvious that when a local authority was considering an application for a permit, before it granted the permit it could negotiate and impose conditions.

Colonel Howard-Bury moved to amend the clause to provide that the owner of the trailer should, prior to the receipt of the permit, pay to the highway authority an agreed sum in respect of the damage that would be caused. He said that on various occasions they had enormous and increasingly large tractors coming on the road carrying very large weights.

Mr. Herbert Morrison said that the local authority could say that certain classes of traffic could not use certain roads. Further, there were certain general provisions as to the weights of laden or unladen vehicles upon the roads, and all that the clause did was to provide for exceptional cases. In the course of the negotiations the local authority could impose all sorts of conditions, including financial conditions, but how could it say in advance what the damage was going to be. It might turn out to be considerable, or it might work out that in fact there was no damage whatever. In the Bill the owner was liable for the damage he did, and there was a common law liability in any case.

Lord Erskine asked whether in the case of traffic coming within the clause a local authority would have power to prevent a particular article from travelling on the road. Mr. Herbert Morrison said that was so because a permit could be refused.

Mr. Freeman asked whether there was an obligation on the owner of the trailer to ask for a permit before taking his vehicle on the road, and the Minister of Transport said there was; a person committed an offence under the Act if he did not get a permit.

Major Glyn asked whether the Bill proposed to give any advantages to road hauliers who took the trouble to spread the weight properly over their vehicles.

The Minister of Transport said it was a point which was, in effect, met by regulations. There could be a greater weight carried if the weight was properly distributed. The articulated vehicle was an instance of that, where, in effect, one could get permission to carry a heavier weight by proper distribution of the load.

Power to Prohibit the Use of Bridges by Motor Vehicles.

Clause 25 empowers a bridge authority to specify the maximum weight and speed of motor vehicles using a bridge, provided that the weight specified shall not be less than five tons.

The Minister of Transport, in the course of his remarks on this clause, said that the word "weight" meant ladened weight. The limitation of five tons represented roughly the maximum laden weight of a horse-drawn vehicle. If a bridge was insufficiently strong to carry a weight of five tons, there was nothing to prevent the bridge authority from putting up a notice specifying a lower weight for their own protection at common law, but the infringement of such a notice would not be a summary offence under clause 25.

Sir Gervais Rentoul moved to make the minimum weight eight tons instead of five. He said the amendment was put forward as the considered view of a very influential body of commercial road users. The suggestion was that five tons was too low, and that the weight should be increased to eight tons, because otherwise bridge owners, by putting up a notice, would be able seriously to interfere with proper and reasonable traffic. If a bridge was not sufficient to carry eight tons he would submit that there was an obligation on the owner of it so to reconstruct and strengthen it that it was fit to carry that weight.

The Minister of Transport said no one was more anxious than he was that bridges should be brought up to date, but it was no good compelling an authority to put the limit up to eight tons when they knew that the bridge would not carry eight tons. Sub-section (5) of the clause provided that any person or body of persons who were aggrieved by a notice on a bridge might appeal to the Minister, who could then decide the point.

Major Hills moved an amendment to the effect that nothing in the section should preclude the highway authority from granting permission in respect of any bridge for the use of a locomotive or motor vehicle on a particular occasion subject to the observance of such conditions as the highway authority might think necessary to impose under the circumstances.

Mr. Herbert Morrison pointed out that it was clearly implied in Clause 25, Sub-section (2), as amended, that, if the bridge authority did give consent, the person could drive over the bridge. In the definition Clause 104, "road" included "bridge," so that a permit could be given by the local authority.

Weighing of Motor Vehicles.

Clause 27 deals with the weighing of motor vehicles, etc. It shall be lawful for any person authorised by a highway authority, or for any police constable authorised on behalf of a highway authority, etc., to require the person in charge of any motor vehicle to allow the motor vehicle or any trailer drawn thereby to be weighed either laden or unladen and for that purpose to proceed to a weighbridge or other machine for weighing vehicles. It shall not be lawful to require the person in charge of the vehicle to unload for the purpose of being weighed unladen.

An amendment moved by the Minister of Transport to the effect that if at the time when the requirement was made to weigh a vehicle, the vehicle was more than one mile from the weighing machine, and the weight was found to be within the legal limits, the highway authority on whose behalf the requirement was made should pay in respect of loss occasioned, such amount as in default of agreement might be determined by a single arbitrator agreed upon by the parties, or in default of agreement appointed by the Minister.

This amendment was agreed to.

Third Party Risks.

A general discussion took place on Part II of the Bill, which contains provisions against third-party risks arising out of the use of motor vehicles.

The Minister of Transport summarised the general provisions of this part of the Bill. He said he would like to make it clear that it dealt with the provisions to be

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made on the part of owners or drivers of motor vehicles to secure that in the event of any person being killed or injured as the result of their negligence, compensation should not fail to be paid owing to lack of means on their part. That was the sole purpose of that part of the Bill. It was not an attempt to secure that in every case where a person was injured as the result of a motor accident compensation should automatically be payable. It would not, in fact, be equitable that where a person was injured as the result of his own negligence he should be entitled to compensation from any other person. Clause 35 provided for heavy penalties in the case of a vehicle being driven without proper cover against third party risks. This cover might be provided either by means of a policy of insurance or by taking out a security bond which would render the giver of the security liable to satisfy any liability dealt with in this part of the Bill which was not made by the person who took out the security. It was proposed to exempt anyone who had made a deposit with the Accountant-General of the Supreme Court of a sum of £15,000. Clause 36 defined the extent of the risks which an insurance policy would have to cover in order to comply with the requirements of the Bill. The clause also contained a provision requiring payments to be made to hospitals in certain cases in respect of the cost of treatment of persons injured in motor accidents. Clause 37 dealt with the requirements in respect of security bonds. These would have to cover the same class of claims as insurance policies and would have to be valid for an amount of not less than £25,000 in the case of an operation of public service vehicles and not less than £5,000 in other cases. The clause made provision for the adequate financial standing of persons or companies who issued a security. Clause 39 provided that the Minister might make regulations requiring the production of evidence that proper cover against third party risks had been attained by any person applying for an excise licence in respect of a motor vehicle.

In the course of the discussion the Solicitor-General pointed out that as the Bill was drawn it did not afford protection to a passenger in a motor vehicle when he was not being carried for reward.

The Minister of Transport mentioned that a person who deposited £15,000 with the Accountant-General of the Supreme Court would get the interest on that sum, and it could, of course, be put into properly recognised securities.

Clause 35, as amended, was ordered to stand part of the Bill.

In the course of the discussion on Clause 36 the question of injury caused to cattle and horses on the roads by motor vehicles was raised. The Minister of Transport said that it had been very carefully considered when framing Part II of the Bill, whether to extend it to property, or to animals, and it had been decided that the really pressing and practical case was damage to human life and injury to human beings.

The Solicitor-General said that in connection with the death or injury of animals on the roads there was nothing in the Bill that would derogate from the common law right of liability and the Bill would in no way affect the liability of the motorist. He was liable to damages if by his negligent driving he caused death or injury to an animal being driven along the road, and the wise and prudent motorist would continue to insure himself against that liability. Clause 40 provides that any person driving a motor vehicle on a road shall, if required by a police constable, produce his certificate of insurance or certificate of security. If the driver within five days after the date on which the production of his certificate was so required, produces the certificate in person at such police station as may have been specified by him at the time its production was required, he shall not be convicted of the offence of failing to produce his certificate.

The Minister of Transport mentioned that the certificate of insurance which a driver would have to carry would be quite small—a small slip. A certificate of insurance as distinct from the policy of insurance would be prescribed. The certificate would be issued, he understood, by the company with the policy of insurance. An owner could take out a comprehensive licence to cover all his vehicles, whoever drove them. The central point was that the vehicle itself must be covered. The question of who was entitled to drive a particular vehicle under a policy must be determined by the terms of the policy itself. Within limits, that was a matter for voluntary arrangements between the insurance company and the person taking out the policy.

Clause 49 was ordered to stand part of the Bill. This clause enacts that any person who for any purpose places or causes to be placed any rope, wire or other apparatus across a highway or any part thereof in such a manner as to be likely to cause danger to persons using the highway, shall, unless he proves that he had taken all necessary means to give adequate warning of the danger, be guilty of an offence.

EXTRAORDINARY TRAFFIC.

There was considerable discussion on Clause 52, containing provisions as to extraordinary traffic.

Mr. Remer said that the compaint of the English timber trade in the past was that six or nine months after a highway authority had done work alleged to be caused by extraordinary traffic a letter would be received from the surveyor of a council saying that the timber merchant had caused damage to the roads, and making a claim upon him. The point that always arose in these matters was as to the state of the road when the timber merchant started the operation. He moved that a highway authority should only be able to recover after the person alleged to have caused the damage had been given due notice and a full opportunity for examination of the complaint by an independent surveyor.

The Minister of Transport pointed out that if any proceedings were going to be taken against a person due notice would have to be given to him, and if the notice was not given until a long time after the alleged offence, that would be part of the defence in Court, and would be valid accordingly. As to the independent surveyor, it would be perfectly competent for a person, who was alleged to have caused damage by extraordinary traffic, to employ an independent surveyor whether or not the Act would entitle him to do so. There was a provision in the proviso to Sub-section (2) that proceedings must commence within 12 months and that was the provision in the Statute which had been working since 1898. If the commencement of proceedings was unduly long after the damage, that was a relevant consideration which the Court would take into account. What would normally happen was that the local authority would negotiate with the person who was alleged to have done the damage, and in three out of five cases perhaps the parties would come to an amicable agreement as to the extent of the damage. If they failed to agree action would lie in the Court. If they put in a period during which the proceedings must begin, then to that extent they ruled out those friendly negotiations.

Captain Sir William Brass moved that traffic necessitated by the normal industries of the district should not be considered as extraordinary traffic or excessive in weight under the section. He did not desire heavy things to be carried about on the ordinary roads. It was the normal traffic in particular areas he was trying to look after.

The Under-Secretary of State for the Home Department (Mr. Short) said there had been frequent decisions upon the definition of "extraordinary traffic" and he understood that, in all the cases, the considerations of the normal industries of the district, and the effect of the carrying of goods over the roads in relation to those industries, had been taken fully into account.

The clause was ordered to stand part of the Bill after an amendment giving the County Courts jurisdiction to hear and determine claims up to £500 instead of £250 had been agreed to.

REGULATION OF PUBLIC SERVICE VEHICLES.

Part IV of the Bill applies to public service vehicles and Clause 58 sets out the classification.

In the course of discussion on the classification, the Minister of Transport said they did not wish the express carriage to be used in improper competition with the stage carriage, which provided a general omnibus service for the general public. Sub-section (4) of Clause 58 was to make it clear that if a person used, or allowed to be used, a vehicle for carrying passengers, the vehicle must comply with the provisions of the Bill as to its fitness for carrying passengers. The only exception was where the vehicle was used for carrying passengers without reward who were the workpeople of the owner of the vehicle. The whole object of the Sub-section was to prevent the use of lorries and similar vehicles for carrying people to football matches, beanfeasts, etc., to the danger of themselves and of other users of the road.

An Amendment made now lays it down that stage carriages are motor vehicles carrying passengers at separate fares, any or all of which are less than one shilling *for a single journey*, etc.

A further amendment made provides that a motor vehicle adapted to carry less than *eight* (originally the number was six) passengers shall not be deemed to be a stage carriage or an express carriage by reason only that on occasions of race meetings, public gatherings and other like special occasions it is used to carry passengers at separate fares.

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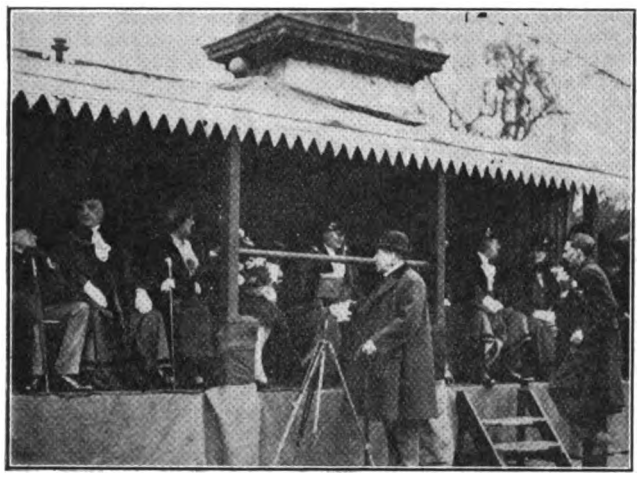
London Van Horse Parade.

THE London Van Horse Easter Monday Parade is always a popular event with the general public. This year in spite of the dullness of the weather many thousands of interested spectators gathered in and around the Inner Circle, Regent's Park, to witness the judging and subsequent parade of prize winners.

The parade was the second biggest since the war and the third biggest since their inception some 26 years ago. The total number of horses paraded was 747, consisting of 651 entries, viz., 546 single horsed vans, 96 pair horsed vans and 9 barge horses. The quality of the exhibits, too,



Photo] LONDON VAN HORSE PARADE. [World's Carriers.
THE LORD MAYOR OF LONDON AND THE LADY MAYORESS TOGETHER WITH THE SHERIFFS.
LORD DARESBURY, CHAIRMAN OF THE SOCIETY, IN FOREGROUND.

reached a much higher standard than ever before, no less than 593 first, 45 second and 3 third prizes were awarded. It is interesting to note that not a single entry failed to pass the veterinary examination, a fine tribute to the excellent work of the Society. Lord Daresbury, the Chairman of the London Van Horse Parade Society, said that the condition of the horses was better than he had ever seen it before.

The Society make a special feature of encouraging the small owner-driver, and its success in this direction may be gathered from the fact that this year no less than 62 turnouts were entered for competition, all of which secured first prizes. A notable competitor in this section is Mr. Arthur Green (Carrier), of 29, Felsham Road, Putney, S.W., who with his two horses "Tommy" and "Bessie" has in the course of six years won a Championship, four cups, 37 first prizes, 5 seconds, 5 highly commended and 26 merit badges presented by the R.S.P.C.A. 15 of these have been gained at the Society's Easter Monday Parades. "Tommy" is an ex-Army horse purchased 12 years ago and is 24 years old. As usual the Carrying Trades were well represented. Thos. Tilling, Ltd., having 33 exhibits; Carter, Paterson & Co., Ltd., 27; the railways L.M.S., L.N.E.R. and Metropolitan having 43 entries between them. Other notable carriers with entries were C. A. Wells & Sons, E. Wells & Sons, Chas. Webster, Ltd., Herd & Gerner, John Finch, Hay's Wharf Cartage, Ltd., A. E. Gains & Sons, and T. Fairclough & Sons. Our illustrations show some of these exhibits, all of which secured first prize awards. Each horse exhibited must be passed by the veterinary inspector before being judged.

The following gentlemen officiated in this capacity:—Messrs. F. W. Chamberlain, M.R.C.V.S.; C. Cunningham, M.R.C.V.S.; W. J. Hatton, M.R.C.V.S.; R. C. Irving, F.R.C.V.S.; Major-Gen. Sir John Moore, F.R.C.V.S., and Mr. W. H. Anderson, M.R.C.V.S.

The work of judging was carried out by Sir William Acland, Bart.; Lord Daresbury, C.V.O.; Mr. James Ellis, Mr. Claud F. Goddard; Sir George Hastings; Mr. Percy Hamilton Hughes, J.P.; Major W. Gore Lambarde; Lieut.-Col. Percy Laurie, C.M.G., D.S.O. (Commissioner of Metropolitan Mounted Police); Mr. Henry Tilling, and Lieut.-Col. Sir Hugh Turnbull, K.B.E. (Commissioner of City Police).

Immediately after the judging the Society's awards and the N.S.P.C.A. merit badges were presented to the successful drivers by the Lord Mayor of London and the Lady Mayoress.

The Society's primary objects are the improvement of the general condition and treatment of van and light draught horses, and to encourage those in charge of the horses to take a humane and intelligent interest in their well being, and to encourage a spirit of kindliness towards their animals. Since its inauguration in 1904 the Society has awarded over £7,500 in prize money. This year no less than £650 was awarded. The ever increasing number of entries each year is a severe drain upon its resources. The Society is maintained by voluntary subscriptions and donations. We commend the work of the Society to our readers.

Donations, however small, will be gratefully acknowledged by the secretary, Mr. R. A. Brown. The offices of the Society are at 12, Hanover Square, London, W.1.

Round the Lancashire Associations.

Manchester Committee of Road Users. — The Manchester Committee of Road Users, of which Mr. H. Howard Robinson, A.M.Inst.T., is Secretary, has been in negotiation with the Manchester Corporation on matters arising from the Manchester Corporation (General Powers) Bill (1930), which is being promoted by the City Council. The clauses to which objection was taken by the Committee were:—Clause 36—To run omnibuses beyond the City and to carry passengers, luggage, goods and parcels; Clause 48—To prohibit any person to sell or offer for sale any article or thing from any vehicles in the street without a permit from the Corporation; Clause 70—To stop all traffic at every tramway stopping place when a tramcar is standing; Clause 71—To compel insurance for all Hackney Carriage Proprietors; Clause 72—To appoint stations and places for the starting of omnibuses and also points for setting down passengers; Clause 73—To apply the provisions relating to steam locomotives as to consuming their own smoke to any heavy motor car.

As the result of the negotiations Clauses 48 and 70 have been withdrawn. As Clauses 36, 71, 72 and 73 are covered by the provisions of the Road Traffic Bill, it is thought by the Committee that there is no necessity for the Manchester Corporation to seek powers which will be at variance with general legislation now under consideration in Parliament. The Transport Committee of the Manchester Chamber of Commerce has considered the position and passed the following resolution:—"That the Transport Committee recommends the Board of Directors to put on record its objections in principle to Parliamentary Powers being granted to individual local authorities which should be and are in process of being regulated for the country as a whole by National legislation such as the Road Traffic Bill. To this extent the relevant clauses of the pending Manchester Corporation (General Powers) Bill are open to legitimate objection by traders and ratepayers and should not be proceeded with." At the moment the Corporation has not agreed to withdraw Clause 73, and in the event of this being proceeded with before the Parliamentary Committee, opposition will be offered.

Institute of Transport.—Mr. Harold Moore, M.Sc., read a paper on "Fuel Oils" to members of the Institute of Transport (Manchester—Liverpool and District Section) at Manchester, on 25th April. Mr. Moore said that it was his experience that the majority of mechanical breakdowns were not due to lubrication. The oxidisation test which was used by the Air Board for testing aircraft engine oils consisted of artificially oxidising the oil by blowing air through it while the oil was at a high temperature, and measurng the increase in the coke value and the increase in the viscosity of the oil brought about by this oxidisation. Oils of low specific gravity generally oxidise less than those of high specific gravity.

Manchester Transport (Owners') Association.—Membership of the motor coach section of the C.M.U.A. and Manchester Transport (Owners') Association, joint organisation, has been considerably strengthened in recent weeks. Ninety Manchester firms with over 200 coaches are members. In Salford there are twenty firms with fifty coaches in the coach section of the joint organisation.

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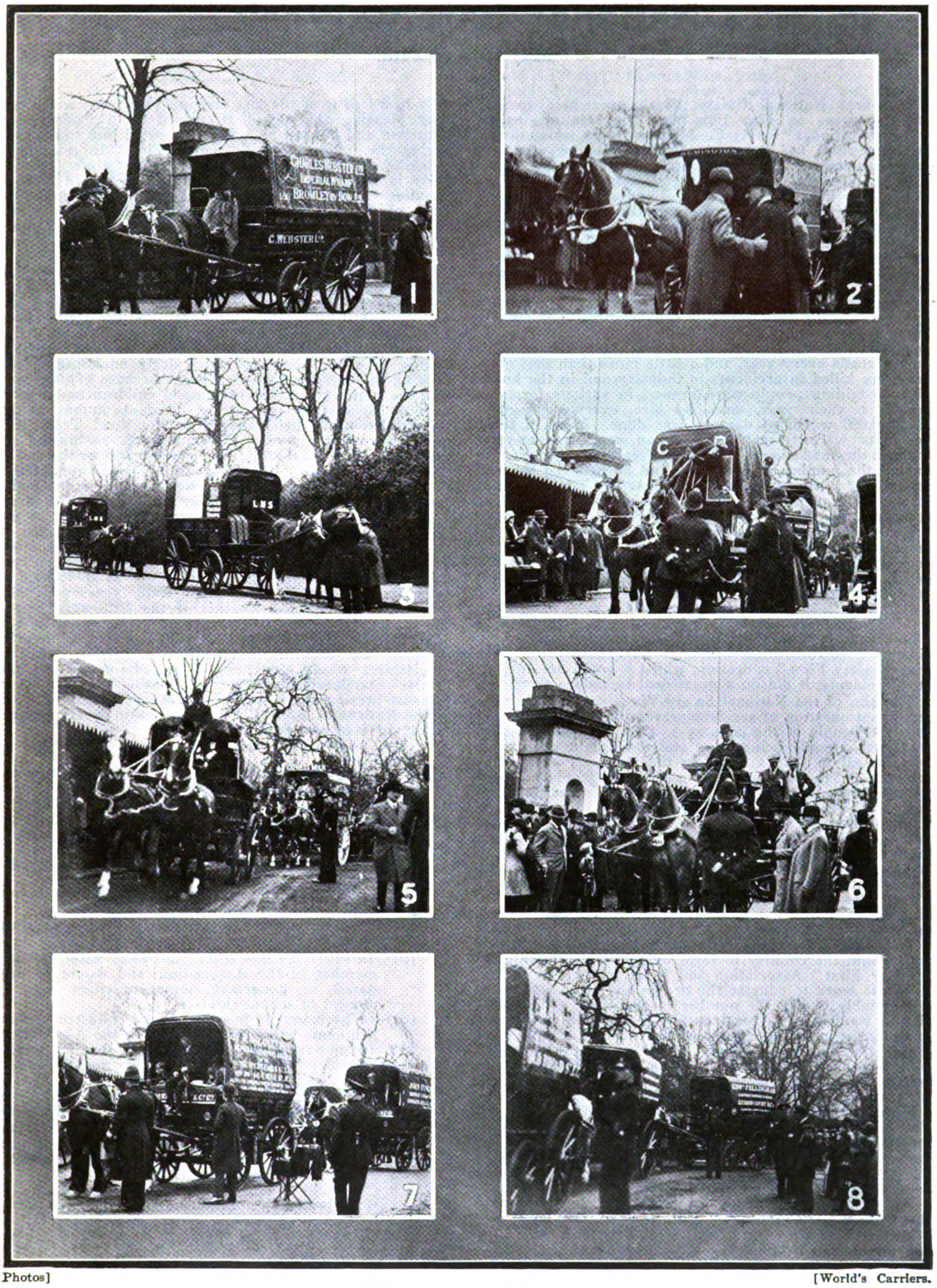

Photos] [World's Carriers.

LONDON VAN HORSE PARADE.

1. A single entered by Charles Webster, Ltd.
2. A smart turnout by C. A. Wells & Sons.
3. L.M.S. drivers attaching their first prize badges.
4. A Carter, Paterson driver receiving his first prize rosette.
5. Pairs passing the Grand Stand.
6. A fine pair by Thomas Tilling, Ltd.
7. Single entries by Geo. W. Wheatley & Co., Ltd., and John Finch.
8. Singles entering enclosure.

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National Safety Week.

May 19th to 24th.

The first National Safety Week ever held in this country opens on May 19th next, the idea originating with the National "Safety First" Association, which for the last five years has been waging a continuous educative campaign against all forms of accidents.

At a luncheon given by the National Safety Week Council at the Hotel Victoria, London, on April 14th, Lord Brentford, President of the National "Safety First" Association and Chairman of the National Safety Week Council, who presided, and Mr. Herbert Morrison, M.P., the Minister of Transport, emphasised the importance of the National Safety Week in the campaign for reducing accidents.

Lord Brentford referred to the support being accorded by motoring and road transport organisations to the movement to get people to realise that most accidents are preventable. There were, he said, about 7,000 people killed on the roads every year, and a little more than that number were killed in accidents in industry and in the home. Over a million people were injured in various forms of accidents each year, and by fire every year over £15,000,000 worth of damage was done. Most of these accidents were traceable to human carelessness. He thought they had a great hope and a great means left for reducing the number of accidents, and he believed the real remedy lay in the education of the people. The proprietor of the factory, the manager and the workpeople must be educated.

Nearly the whole of the increase in street fatalities was amongst adults. Fatalities to children, a horrible form of accident, had been pulled up, and the principal road safety activities of the Association were carried out amongst school children.

In those towns where "Safety First" work was going on the rate of accidents had been slowed down, but in places where no "Safety First" organisation existed accidents were increasing. Thus it was almost conclusive that "Safety First" education, whilst it could not entirely stop accidents, it did do a great deal to reduce them.

The aim of the National Safety Week was to bring the important question of accident prevention prominently before the people of the country so that they could realise what was already being done and the urgent need there was for all to take a share in the work, as it must be remembered that the whole community suffered in a more or less degree if a man through his own carelessness met with an accident.

In the First Report of the Royal Commission on Transport the Commissioners said: ". . . the most hopeful method of inducing pedestrians to exercise greater caution is by means of education and propaganda. This is being carried out with marked success by the National "Safety First" Association, of whose work we cannot speak too highly. In our opinion the Association should receive much greater recognition and support."

The Association wanted all the great cities and towns throughout the country to form branches of the National "Safety First" Association and to set up local Councils to get to work to educate the people and so to reduce, as it inevitably would, the number of accidents. The Association wanted more local authorities to help and more of the great carrying companies to enlist the sympathy of their drivers in the "Safety First" competitions which were organised by the Association. They wanted more factories to take the matter up and to put up in the works the various placards issued by the Association.

Motorists must be urged to play the game. The Road Traffic Bill, now passing through the House of Commons, for good or evil, revoked the speed limit so that more and more was there an obligation upon the motorist to play the game with the general public. There were still more users of the road on foot than there were in motor cars.

He wished the Minister of Transport long life and short office. (Laughter.)

Mr. Herbert Morrison (Minister of Transport) said they had all heard of "Safety First" in various directions—they heard of it at the last election (laughter) and it was very pleasing that Lord Brentford as a Conservative politician and himself as a Socialist could join together in urging the importance of "Safety First" in relation to reducing accidents with which he was so concerned.

He joined most heartily with Lord Brentford in commending to the favourable consideration of the public the work of the National "Safety First" Association which had brought together the National Safety Week Council which in turn was organising the National Safety Week to be held from May 19th to 24th.

The National "Safety First" Association deserved the utmost public support and encouragement. The "Safety" code issued by the Association was well compiled and had proved of great benefit to all who used the roads. The Association undertook constant research work into the causes of accidents, and its educative work especially among schoolchildren was particularly encouraging and proving of very great value. It was because of that work that the number of accidents among children had a more hopeful aspect than the rate of accidents among adults.

Lord Brentford had referred to the Road Traffic Bill now before Parliament: "If accidents go up during the first year the Road Traffic Bill is law it will be the end of my political career." (Loud laughter.) He thought that the Bill would prove distinctly helpful, but in the end a successful attack upon the number of accidents and street dangers was dependent upon getting the public to use their heads. They must educate the man who slipped off the kerb without looking to see what traffic was coming. The Bill would abolish the speed limit, but he did not think that would make much difference as it seemed to have abolished itself for a good many years past. He very much questioned whether if the Bill were passed the average rate of speed would be greater than it was at the present time, but they were imposing much heavier penalties for breaches of the law and he hoped that magistrates would not hesitate to administer the law firmly. Standardisation of street lighting required attention—at present there was extraordinary variation.

The National "Safety First" Association deserved every encouragement and financial assistance.

* * * *

The underlying idea of the Safety Week is not the undertaking of an isolated or spasmodic effort. In cities, or establishments, where continuous organised safety activities already exist, it is hoped to attract greater attention. Where such organisations do not already exist, it is hoped to stimulate their creation.

Educational propaganda of a non-controversial character will be employed.

As at present planned, the National "Safety First" Association is proposing to hold special activities:—

(a) In some 27 centres where it has local committees.
(b) In other centres where the local authority is a member of the Association, and would be prepared to undertake some activities, e.g., in respect of school-children.
(c) In as many as possible of the industrial establishments which are members of the Association.
(d) In co-operation with transport owning undertakings who enter their drivers in the annual Freedom from Accidents Competition.

The principal national activity will be the holding of the Annual Congress of the Association, to be opened by H.R.H. The Duke of York at Liverpool, on the 21st May.

The Association will also supply, so far as funds permit, posters, pamphlets, slides, films, hand-bills and similar material, and notes for lectures, sermons, etc.

The organisation of local activities will be in the hands of the various branch Committees, and of member firms.

The offices of the National "Safety First" Association are at 119 Victoria Street, London, S.W.1, and the General Secretary is Lt.-Col. J. A. A. Pickard, D.S.O.

British Empire Trade Exhibition, Buenos Aires, 1931.—The date of the great British Empire Exhibition at Buenos Aires has now been definitely fixed, and it will be open from March 14th to April 27th, 1931. The plans of the extra buildings rendered necessary by the unexpected demand for space are now being prepared.

Omnibus Topics.—Following on the purchase by the London, Midland and Scottish Railway Co. of 100 buses operated by the Belfast Omnibus Co. in Co. Antrim, the latter company have purchased Spence's Triumph Service, which has operated for a considerable time between Belfast and Ballynahinch and other towns in Co. Down.

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Correspondence.

The Editor is not responsible for the views expressed in letters appearing under this heading. No letter will be inserted unless accompanied by the name and address of the writer, not necessarily for publication, but as evidence of good faith.

ACCIDENTS AT NIGHT.

To the Editor of THE WORLD'S CARRIERS.

SIR,—As one who does a great deal of driving at night on the main trunk roads in this country I would like to suggest that many serious accidents would be avoided if the backs of all lorries and slow moving vehicles were painted white. Even a coat of white paint on the rear mudguards would be better than nothing in the case of a lorry fitted with a body of the platform type.

All motorists will agree that when driving at night, particularly in rainy weather, it is a very easy matter indeed to see the light coloured stockings of a girl riding pillion on a motor cycle, whereas, in the case of a man walking along the road, it requires very keen eyesight indeed to see him with the ordinary headlight equipment.

The cost of adopting the above suggestion is insignificant, whilst the security from both the point of view of lorry operators and the motorist is of first-class importance.

Might I ask your Editorial support in this matter?

I am,

Yours faithfully,

L. H. POMEROY, M.I.M.E., M.I.A.E.

The Daimler Works,
Coventry.
30th April, 1930.

ETHYL PETROL.

To the Editor of THE WORLD'S CARRIERS.

SIR,—Now that the Government Committee has given a complete bill of health to ethyl petrol in this country, it may be interesting to note the extent to which other countries have been availing themselves of the advantages of this special fuel during the two years occupied by the Ministry of Health inquiry.

The sales in the United States and Canada have increased from 400 million gallons in 1927 to approximately 1,250 million gallons in 1929, while for this year the sales are at the rate of 2,000 million gallons per annum.

This increase was only to be expected because a tendency in car design had long been towards engines of higher compression, and ethyl petrol was the first fuel specially devised to contribute to this aim of the designer.

It was doubtless partly the growing use of ethyl that influenced the British Government to inquire into its safety in use. To-day its safety has been definitely established and we may therefore expect to find the motoring masses in this country taking a keener interest in its purpose and performance—though it may be mentioned that a great many enthusiasts did not wait for official reassurances, but used ethyl throughout the period of the enquiry.

Yours truly,

F. E. POWELL,

Chairman, Anglo-American Oil Company, Limited.

36, Queen Anne's Gate,
Westminster, London, S.W.1.
23rd April, 1930.

ALLEGED DAMAGE BY DAMP.

To the Editor of THE WORLD'S CARRIERS.

SIR,—An interesting case came under my notice a few weeks ago in connection with a quantity of furniture that had been stored at the Society's depositories for a period of four and a half years.

Six months after delivery of the furniture, the customer complained that four sporting prints had been damaged by damp. An inspection was made, and it was contended that the damage was not by damp, but from some other cause, and under no circumstances could the Society be held responsible, under the conditions of the contract.

It was further contended that the depositories were properly dry.

The customer still maintained his position, and with a view to having the matter cleared up to the satisfaction of all parties, it was decided to have the prints removed and an expert examination made. This was done, and upon stripping the pictures it was found that each spot on the print corresponded with knots in the wood forming the back frame. No discolouration appeared on the brown paper which was glued to the back frame, and it is quite possible that the reason was that the glue had the effect of driving or forcing the resin to the front, intensifying the discolouration, which the customer alleged was damp.

The prints were examined by several experts, and the explanation is as follows:—

It is important to realise that wood is never in a static condition under the influence of temperature and moisture, it is continually expanding and contracting. The presence of knots lead to irregularities in the expansion and contraction, due to the fact that the capacity to absorb moisture of a knot is different from the rest of the timber. Any changes of temperature or moisture it is easily understood will then centralise on the knot or knots.

The result, therefore, is an exudation from the knot of a resinous matter, sometimes of a pitchy nature, possessing strong penetrative powers to produce a brown stain through materials such as paint, paper, canvas and even thick cardboard. That this stain can also be given off in a gaseous state is evinced by the fact that it has been known to penetrate through paper, when the paper has been ½ in. from the knot. That the pitchy nature of the resin is responsible for the darker part of a knot generally shows strongest in penetration, assisting also the theory of giving it off in a gaseous state.

Simply, the finding is as follows:—

Inferior wood, badly knotted, was used in the back framing, and the damage was the result of atmospherics, which would be likely to occur, either at the house or at the depository.

The customer was sent for and was shown the result of the examination, and was promptly satisfied that the damage was the result of the resin knots in the back frame, and immediately withdrew his claim.

I consider that this is a most important matter, and of such interest to the trade that this must be given as my excuse for going into the matter at such length.

Yours faithfully,

R. J. ARMSTRONG,
Manager,
REMOVALS & WAREHOUSING DEPT.
ARMY & NAVY CO-OPERATIVE SOCIETY, LTD.

105 Victoria Street,
London, S.W.1.

COPENHAGEN AS TRANSIT PORT.

To the Editor of THE WORLD'S CARRIERS.

SIR,—We have the pleasure to inform you that the "Cargo Duty" (Vareafgift) which is now charged to all receivers of cargo in Copenhagen, with a deduction of 50 per cent. when goods are shipped on "Through Bill of Lading" or sent through a forwarding agent in transit to a Danish Provincial Seaport, from the 1st of July will be reduced with regard to local consignees and no cargo duty at all will be charged on goods sent in transit via Copenhagen to Danish Provincial Seaports.

This fact will absolutely strongly favour Copenhagen as Transit Port, as the "Cargo Duty" on many articles is rather high. Furthermore the "harbour dues" which the shipowners pay will also be reduced, so that Copenhagen will be one of the cheapest ports in Europe.

We remain, dear Sir,

Yours truly,

E. A. BENDIX & CO.

Copenhagen, K.
28, Amaliegade.
29th April, 1930.

Continental Motor Tours. Holland.—The Automobile Association states that under a new regulation, motorists who reside in Great Britain and Northern Ireland will in future, when visiting Holland, be exempt from the road tax for a period of four months. This concession is made in order to reciprocate the freedom from taxation granted to motoring visitors to Great Britain and Northern Ireland whose stay does not exceed four months.

F. W. & R. A. New Members.—The following firms have been elected to membership of the Furniture Warehousemen & Removers' Association:—Messrs. P. E. Mahoney & Son, 82, Dean Street, London, W.1; J. Phillips, 15 & 15a, Warren Street, London W.1; Sulley & Son, 110, Brixton Road, London, S.W.; and Fred Davis & Sons, 193, Cornwall Road, Notting Hill, London, W.11.

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Crow Carrying Company.

"As The Crow Flies."

AN interesting morning was spent recently with Mr. Herbert H. Crow inspecting the premises, the workshops, the garages, and the special facilities provided by this organisation, which has just celebrated its tenth birthday as a motor haulage business. The Governing Director is Mr. Latimer Crow, who, on retiring from the business of Thomas Crow & Sons, Tar Distillers, West Ham and Barking, founded the business in May, 1920, in active co-operation with his son and Co-Director, Mr. Herbert H. Crow.

MR. LATIMER CROW, GOVERNING DIRECTOR.

As both father and son had been brought up in the tar distilling business it was natural that the new concern should specialise in the transport of liquids of all kinds, and they have a high reputation for efficiency and number amongst their permanent customers many well known firms engaged in the petroleum and oil business.

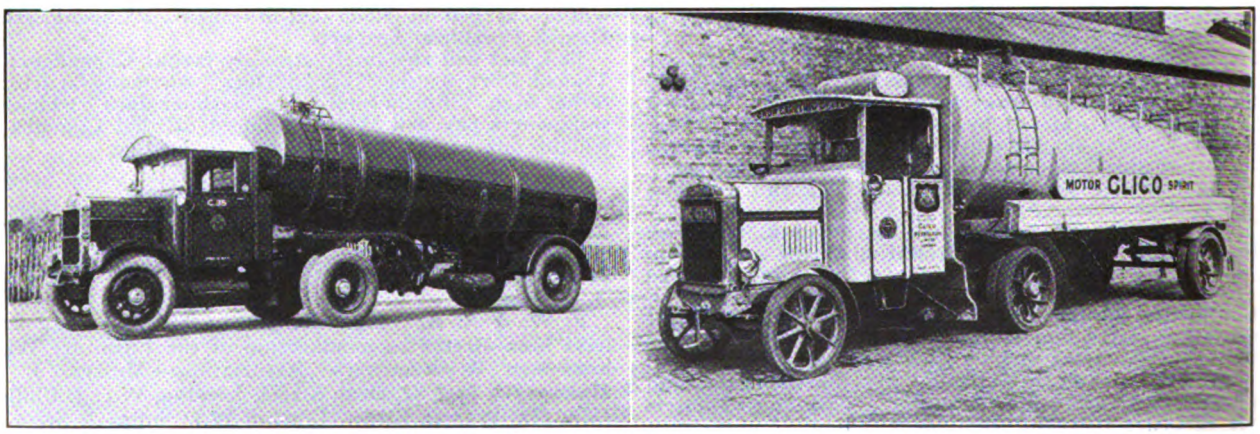
Starting with three motor vehicles, the fleet has increased to thirty-six motors of various kinds, carrying from 1 ton to 15 tons and comprising Beans, Dennis, Thornycroft, A.E.C., and Scammells in the different categories. During 1929 the fleet travelled 512,173 miles, equivalent to nearly twice round the world every month.

MR. HERBERT H. CROW, DIRECTOR.

The business comprises substantial premises and land at Hart Lane, Barking, consisting of 2 acres and including garages, storage facilities and workshops, with a frontage to the river Roding and railway siding facilities on the London, Midland & Scottish Railway. Traffic is handled direct from the Continent via Harwich Train Ferry.

Specialising in the transport of liquids of all kinds by road tank wagon, the firm have in use tanks with a capacity varying from 300 gallons to 3,000 gallons for petrol, benzole, whitespirit, turpentine, industrial alcohol, tar and its products, fuel oil, lubricating oil, and liquid ammonia,

PART OF THE CROW CARRYING CO.'S FLEET LINED UP IN THE GARAGE.



LEFT: SCAMMELL SIX-WHEELER WITH LARGE TANK AND GIANT PNEUMATICS. RIGHT: SCAMMELL SIX-WHEELER WITH SOLID TYRES.

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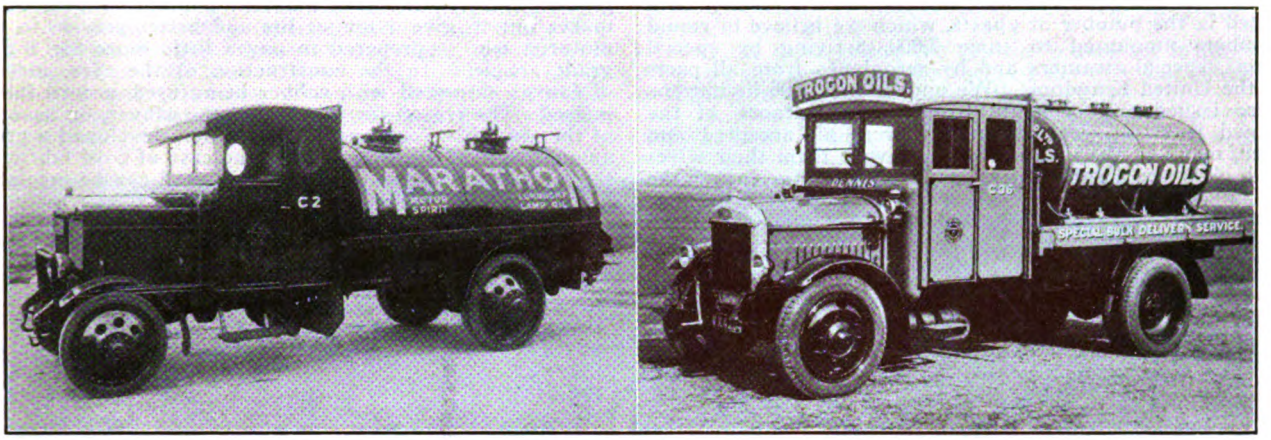
and they are prepared to provide on contract tanks for any other liquids, such as milk, linseed oil, edible oil, and acids. The requirements for the gas and tar distilling industries are particularly catered for, but at the same time general haulage is undertaken and a range of vehicles is provided to meet all requirements.

A bi-weekly service to and from Northampton has been maintained for the past nine years and Mr. S. Scott, who drove one of the first three vehicles in 1920, has been on this service during the whole period.

Mr. F. J. Reynolds, M.I.E.C., the Traffic Manager, who has been with the firm from its commencement, has many duties, the chief of which is the apportionment of the work to the vehicles most suited to the requirements of a particular customer. He deals also with enquiries regarding rates.

The engineering side of the business is under the direction of Mr. Harold Brown, with a competent foreman and staff. Maintenance of the fleet of vehicles is facilitated by the employment of spare units, such as engines, gear boxes, axles, and other parts. There is a well equipped workshop with inspection pit, and machine shop with lathe drilling machine, and an engine testing bed, where engines which have been overhauled are run by electric motor and finally run under their own power before being put back into the chassis. An adequate store of spare parts is kept to ensure prompt replacements.

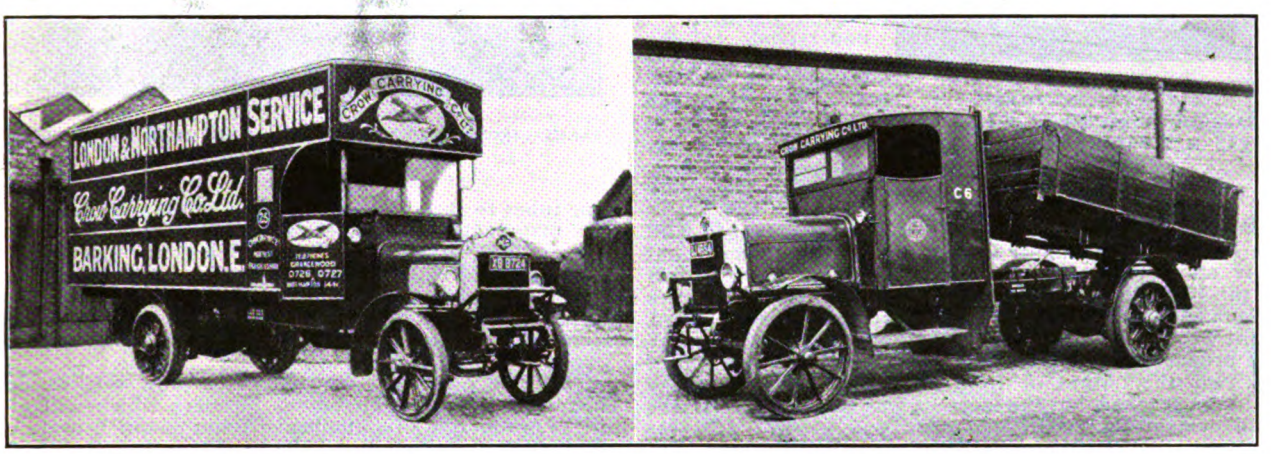


LEFT: THE VETERAN THORNYCROFT, ONE OF THE ORIGINAL VEHICLES. RIGHT: A DENNIS 2-TONNER ON CONTRACT WORK.

There are facilities for the storage of large quantities of motor spirit and kerosene, and several large distributors are at present making use of this service.

The directors are ably assisted by their private secretary, Miss E. Wilkinson, who has contributed a great deal to the success of the business during the nine years she has been with the Company. This is due to her untiring willingness and wonderful memory for detail.

The permanent staff, consisting of office, drivers, van guards and fitters, numbers 55, many of whom have been with the company from the beginning. Careful attention is paid to the appearance of the drivers, who are clothed in neat uniforms. Customers lettering is provided on coats and caps when on contracts.



TWO A.E.C.'S IN THE FLEET.
LEFT: BOX VAN FOR BOOT TRADE. RIGHT: OPEN TIPPING LORRY.

Liverpool Horse Parade.

THE date of this year's Liverpool May parade of horses, one of the finest exhibitions of Shire horses in the country, is 31st May. The parade has been a popular attraction for over sixty years. One competition open to the United Kingdom is for geldings, four years old and upwards of the Shire type, the prizes being:—Silver cup value £35 and cash prize of £25 for the first; £15 second; £10 third; £5 fourth.

In the heavy horse section twelve silver cups, three Shire Horse Society medals with four premiums of £1, and three Royal Lancashire Agricultural Society medals, will be offered.

In the light horse section there will be five silver cups, with second and third prizes in each class, for tradesmen's two-wheeled and four-wheeled turnouts, and three prizes for two-wheeled turnouts used for business purposes by cowkeepers in the district.

The Hon. Secretary of the Parade Committee is Mr. T. Eaton Jones, 30, Hatton Garden, Liverpool.

After the judging there will be a procession of the main streets of the city.

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The India Tyre Factory.

ON April 30th a very interesting and somewhat unusual ceremony took place on the occasion of the Official opening of the new factory extensions of the India Tyre & Rubber Company, at Inchinnan, by the Rt. Hon. J. H. Thomas, Lord Privy Seal. The unusualness of the occasion consisted in the number of guests, which we believe in round numbers amounted to some 7,000, arriving by special trains, special steamers and by aeroplanes from all parts of the United Kingdom. We understand 7,000 invitations were issued and certainly from the appearance of the crowd it would seem that they were all accepted and used, many of the visitors bringing with them their wives and children, their cousins and their aunts. For the most part they represented the firm's agents and distributors. After the official opening and the inspection of the factory, which occupied practically the whole of the day, 400 of the more favoured guests were entertained to dinner in the Central Station Hotel, Glasgow.

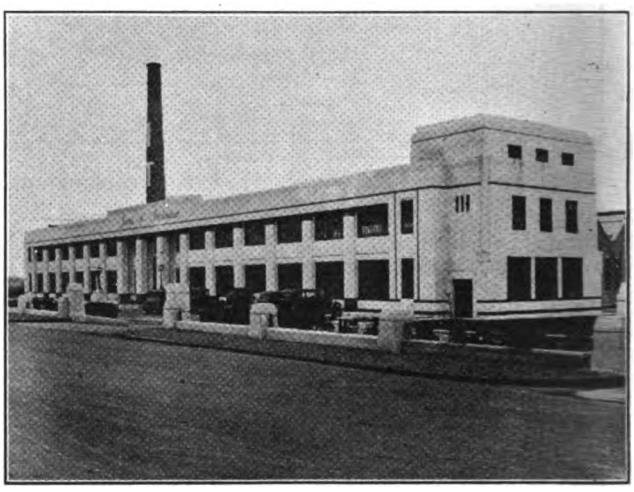
MR. A. M. MELVILLE, MANAGING DIRECTOR OF THE INDIA TYRE & RUBBER COMPANY (GREAT BRITAIN), LTD.

The India Tyre & Rubber Co. (G.B.), Ltd., is the offshoot of the India Tyre & Rubber Co., Akron, Ohio, U.S.A. The development on this side of the Atlantic is due, we understand, to the energy and business acumen of Mr. A. M. Melville, the Managing Director. At first he was sole concessionaire, but on December 7th, 1927, the manufacturing rights for the British Empire were arranged with the India Tyre & Rubber Company and the original Company was formed with a capital of £150,000, the option of the property at Inchinnan, comprising some 66 acres of land and several buildings, having previously been acquired. Plant was put down for the production of 500 tyres per day and production commenced in July, 1928. By the end of the year the output of from 300 to 400 tyres per day had been reached, but the increase was so rapid that it was soon evident that additional plant was needed. It was apparent also that the capital of the Company would have to be increased, and it was decided to do so as soon as the necessary arrangements could be made after the first year's balance sheet was completed.

The first year's trading and manufacture showed a profit of over £30,000 and the capital of the Company was then raised to £750,000, which was issued and fully subscribed on the 8th March, 1929.

The rapid increase in production necessitated the laying down of new plant from time to time and the erection of new buildings to accommodate it. Production has now increased to between 1,200 and 1,500 tyres per day and within the next few weeks with the laying down of still more plant this figure will be increased to 2,000 tyres per day. With regard to the India tyre itself; Mr. Melville has rigorously adhered to his initial policy of producing a tyre not in competition in price with other makes but to give a longer life and better service to the motorist who is prepared to pay a little more for a first grade article. In the construction of the tyre, instead of canvas saturated with rubber being used, a cord fabric is used. The reason for this is that the canvas, on account of the strands criss-crossing each other, developed a great amount of heat by friction. In the case of cord fabric, as the strands all go the one way, each cord can be insulated by rubber from its neighbours and this has greatly increased the life of the tyre.

In addition to the covers the manufacture of tubes has more recently been undertaken and a complete range of



FRONT VIEW OF THE NEW OFFICES OF THE INDIA TYRE & RUBBER COMPANY (GREAT BRITAIN), LTD.

blue tubes to the same specification as the blue tube which was manufactured in America, for the larger sized trucks, is now being produced. It is claimed that this blue tube will withstand better than other types of tubes the internal heat produced by friction and aggravated by hot running surfaces. Only the one quality tube is being manufactured both for heavy vehicles and for passenger car sizes.

The tube production department is now settling down in new and more commodious quarters which will allow of the production of a number of tubes commensurate with the increased production of the tyres.

In conclusion, we would emphasise the fact that the firm is now entirely British and worked with British capital. It brings a new industry into the Glasgow area, this being a much needed development, and the majority of the firm's operatives are recruited from the ranks of unemployed miners and approximately the factory employs some 2,000.

The directors of the Company are as follows:—Mr. W. P. Naismith, Chairman. Mr. Joseph Johnstone, J.P., Major R. S. Grigg, and Mr. A. M. Melville, Managing Director.

Safety First.

The April number of the "Safety First" (Quarterly) Journal, published by the National "Safety First" Association, 119, Victoria Street, London, S.W.1, contains particulars of the general arrangements which have been made in connection with the forthcoming National Safety Week, which will be held throughout the country from May 19th to 24th next. Four Government Departments and nearly thirty other organisations are co-operating with the National "Safety First" Association to make the Week a success, and the support of everyone is invited. One of the main items of the Safety Week will be the Association's Annual Congress which will be held at Liverpool on the 20th—22nd May. H.R.H. The Duke of York is opening the Congress on the morning of the 21st, Lord Brentford (President of the N.S.F.A.) takes the Chair at the Delegates' Dinner the previous evening, when other speakers will be the Lord Mayor of Liverpool and Lord Cozens Hardy. Speakers at the Congress include Sir Henry P. Maybury, G.B.E., K.C.M.G., C.B., Sir Felix J. C. Pole (Chairman, Associated Electrical Industries, Ltd.), Mr. G. Stevenson Taylor, O.B.E., M.I.Mech.E. (H.M. Superintending Inspector of Factories), Mr. John Beard (Chairman of the T.U.C. General Council), Mr. Robert Beveridge (Inspector of Lighting and Cleansing, City of Edinburgh) and Mr. J. R. Howard Roberts (Town Clerk of Hull). Chairmen of Sessions include, in addition to Lord Brentford, the Rt. Hon. Lord Ponsonby of Shulbrede (Parliamentary Secretary to the Ministry of Transport), Sir Gerald Bellhouse, and Mr. E. J. Fox (Managing Director of Stanton Ironworks Co., Ltd., and immediate Past President of the National Federation of Iron and Steel Manufacturers).

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Birmingham Co-operative Society.

Annual May Parade.

THE Annual May Parade of horse and motor vehicles of the Birmingham Co-operative Society was held on May Eve, Wednesday, April 30th.

This annual event was inaugurated to encourage the horse drivers to take an intelligent and kindly interest in the animals under their charge, and to encourage the motor drivers to keep their vehicles clean and as well conditioned as possible. Silver cups, gold and silver medals and cash prizes are offered in competition for the cleanest, best conditioned and best decorated turnouts in each section.

Woodward, M.R.C.V.S. Vanners.—Mr. W. H. Watson, M.Inst.T. Dairy Cobs.—Mr. Thos. Wild. Motor vehicles—.Mr. F. G. Bristow, F.C.I.S., M.Inst.T. Immediately after the judging Sir Charles H. Rafter, K.B.E., Chief Constable of Birmingham, presented the prizes to the successful drivers.

After the prize giving the vehicles moved off in procession through the principal streets of the City and suburbs, a huge concourse of spectators lining the routes.

It is interesting to note that the Society, which is Birmingham's largest retail distributor, own and operate

Photos] BIRMINGHAM CO-OPERATIVE SOCIETY'S ANNUAL MAY PARADE. [World's Carriers.
LEFT: A STRIKING TABLEAU. RIGHT: A FINE MAUDSLAY TURNOUT.

This year over 120 turnouts competed for the prizes.

The scene in the streets adjacent to the Society's garage in Great Brook Street, where the turnouts were parked for judging, attracted large crowds of interested spectators. The well groomed horses and decorated vans and motor vehicles with departmental tableaux and slogans lent an air of pageantry to the scene.

The judging of the horse vehicle section was carried out by the following gentlemen:—Heavy classes.—Mr. S. M. over 400 horsed vehicles and 100 motor vehicles, comprising Dennis lorries and motor coaches, Commers, Maudslays, Morris-Commercial, Chevrolets and Ford vans. Over 350 delivery rounds are served daily. The whole of the transport organisation of the Society is under the capable management of Mr. J. H. Stirk, J.P., M.Inst.T., who, with the parade committee, is to be congratulated on the success of the Parade.

Proposed New Association.

A NUMBER of motor haulage contractors in the South West Lancashire area have received particulars of a new haulage owners' association which it is proposed to set up with headquarters in one of the Lancashire towns.

According to the prospectus the organisation will function on a national basis, establish clearing houses in the main traffic centres, formulate schemes for collective buying, etc.

"Such schemes look very nice on paper," said one transport commentator, "but when they are submitted to the test of practice, yield very shadowy results. Why another association? Haven't we enough? If they are not functioning as they ought, with all their accumulated experience, what chance has a new association to succeed? The existing associations are democratic institutions which have been moulded and adapted to meet the wishes and requirements of their members and have been kept in line with rapidly changing conditions in the transport industry. The idea of establishing a chain of clearing houses and a collective buying organisation is not a new, but an immensely illusory, attraction." On the question of clearing houses, the view is expressed that to create traffic for out of work motors newcomers would have to offer those who have the dispensation of loads terms more attractive than those they are now enjoying, and that would result in a still further depression in the level of rates. It is understood that the suggested subscription rate for the proposed new association is 10s. per engine-ton with a minimum of £3 per member.

New Municipal Garage.—Manchester Corporation transport department has opened a new motor bus garage at Parr's Wood, where there is accommodation for between 60 and 70 buses. The Corporation bus fleet now comprises 198 buses and last year they carried 24½ million passengers.

City One-Way Traffic.

THE Court of Aldermen of the City of London have issued draft regulations proposing to make nineteen thoroughfares in the City one-way streets.

The thoroughfares which have been scheduled and the routes vehicles must follow are as under:—

Street or part of Street.	Prescribed route or Direction which all vehicles shall follow.
Addle Street	East to West.
Aldermanbury	North to South.
Ave Maria Lane	North to South.
Bouverie Street	North to South.
Creed Lane	South to North.
Friday Street	North to South.
Ivy Lane	South to North.
King Edward Street (between Newgate Street and Angel Street)	South to North.
Love Lane (Wood Street)	East to West.
Little Love Lane	East to West.
Milk Street	North to South.
Old 'Change	North to South.
Old Bailey (between Ludgate Hill and Fleet Lane)	South to North.
Paternoster Row	East to West.
St. Swithin's Lane	South to North.
Shoe Lane (between St. Bride Street and Fleet Street)	North to South.
Walbrook	North to South.
Warwick Lane	North to South.
Wood Street	South to North.

The regulations will come into force in 14 days after they have received the approval of the Secretary of State.

Licences Granted.—The Watch Committee of the Guildford Corporation has granted 22 licences to the Skylark Motor Coach Company.

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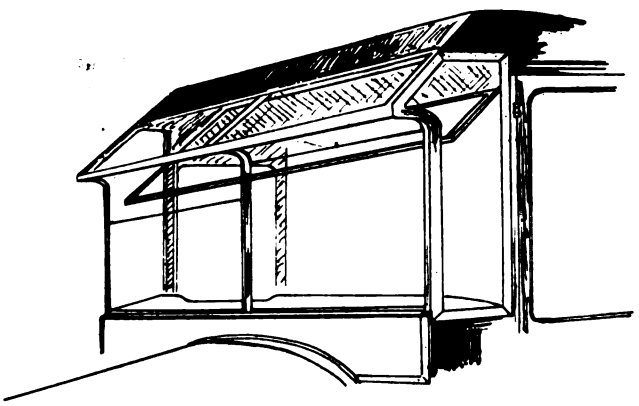
"Sytgap" Clear Vision Windscreen.

WE had the opportunity recently of testing a new device for adding to the comfort of the drivers of motor vehicles, patented by Mr. F. Assheton Taylor, "Ersanmine," Kingswood Road, Tadworth, Surrey, which has been aptly called the "Sytgap" clear vision windscreen. We have to thank Electrolux, Ltd., Regent Street, London, for this opportunity, as the apparatus was fitted to a 2-ton lorry, built for them by Dennis Bros., Ltd., Guildford, who had made the necessary adjustments to embody the novel windscreen. Mr. Taylor, who was formerly in the service of Electrolux, Ltd., was present to explain his ingenious device.

At normal setting this screen provides:—

1. **Clear Vision** through a 2½ in. to 3 in. gap across the full width of the car or driver's cab.
2. **Absolute Protection** from wind, snow dust, and windborne insects, leaves, etc.



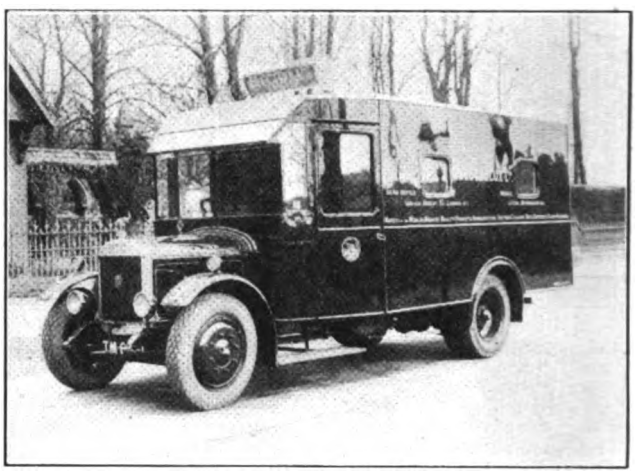
SKETCH OF "SYTGAP" CLEAR VISION WINDSCREEN.

3. **Almost Complete Protection** from even the heaviest rain, so that be-spectacled drivers can proceed without fear of their lenses becoming spotted or misty.
4. **Anti-Dazzle.** The outer top panel may be of tinted glass, thus providing adequate protection from sun-light and approaching head-lights. In the case of lorries, etc., in which the driver is seated high above the road, the upper panels may be both made of opaque material, the outer one providing advertisement space without interfering with the efficiency of the screen.
5. **Adjustability.** The lower panel moves slidably upwards and downwards in side channels controlled by winding or quick-lift mechanism.
6. **Ventilation.** At the normal setting, or any point upwards therefrom, air is gently drawn outward from the interior of the cab, so that the vitiated air in a closed vehicle is steadily and continuously exhausted.

By lowering the movable panel a controllable amount of air may be permitted to enter the vehicle, governed entirely by the width of the "sight-gap." This air stream enters in an upward direction, thus providing effective and pleasant ventilation for cooling purpose during hot weather.

Under exceptional circumstances, the "sight-gap" can be reduced in width according to the weather encountered and the speed at which the vehicle is travelling.

The tests which we were able to make proved conclusively that the windscreen fulfilled all the claims made for it by the inventor and while giving the driver a clear view, protects him from eyestrain and needless mental exertion. The improved ventilation without unnecessary draughts increases the comfort of the passengers, while



DENNIS VAN FITTED WITH "SYTGAP" WINDSCREEN.

the tendency of air to move forward inside a closed vehicle is assisted by the action of the screen, so that in a passenger vehicle smokers can occupy the front seats and the smoke will be drawn out through the gap and carried to the rear over the roof of the vehicle. This was clearly demonstrated, first by holding a silk handkerchief, which was drawn outward and upward by the air coming from the back of the vehicle and passing out through the opening, and by the ash from a cigarette which, instead of being blown back into the face of the driver or passenger, was also carried forward and disappeared between the two panels over the top of the vehicle.

This new device should be of special interest to all owners of motor vehicles, both for passenger and goods transport who have the welfare of their drivers at heart and who are anxious to give the maximum amount of comfort to their passengers.

Motor Vehicle Number Plates.

ATTENTION is drawn to the Road Vehicles (Registration and Licensing) Amendment Regulations, 1930, dated 7th April, which amend the old Regulations dealing with motor vehicle number plates.

The principal alteration affects motor bicycles and light invalid carriages which must carry larger back number plates in future. No alteration is made in regard to the size of the front number plate, but the alternative of illuminating either the front plate or back plate has been withdrawn and under the new Regulations it is compulsory to illuminate the back plate.

The linear dimensions of the new motor cycle back plate are approximately two-thirds those of the ordinary car plate instead of one-half, as at present, the Regulations providing that:—

(i) All letters and figures must be two and a half inches high; every part of every letter and figure must be three-eighths of an inch broad; and the total width of the space taken by every letter or figure except in the case of the figure 1, must be one and three-quarter inches.

(ii) The space between adjoining letters and between adjoining figures must be half an inch, and there must be a margin between the nearest part of any letter or figure and the top, bottom and sides of the black surface upon which the identification mark is inscribed of at least half an inch.

As regards motor vehicles generally, the new Regulations provide that when a back number plate is illuminated by transparency or translucency, the letters and figures of the identification mark may show either white or red, and if they appear red, a separate rear red light is not required. During daylight, however, the identification mark must show white against a black background.

The new Regulations come into operation on the 6th October next, but motor cyclists are advised to have their back number plates changed as soon as possible, as if the matter is left to the last moment they may find it difficult to obtain the new plates in time. This anticipation of the amended requirements is legalised in the new Regulations.

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Transport of Passengers and Parcels in Switzerland.

By O. Zipfel.

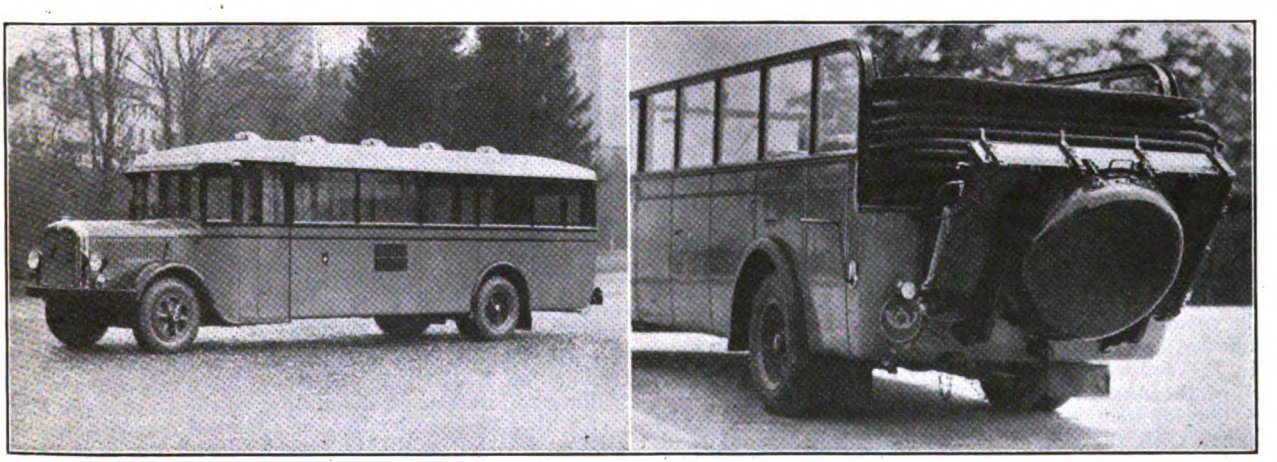
IN comparison with its size and population, Switzerland possesses a very remarkable network of regular motor coach services. This is to be attributed to the circumstance that according to law the Swiss Post Office has alone the right of conveying passengers by vehicles, running according to a time-table, except so far as this right has been transferred to the Railways.

The Swiss Postal Authorities have at all times exercised this privilege by combining the services for passengers and for parcels, and conveying both in the same vehicles. This used to be done by horse-drawn coaches, now by motor coaches. The motor coach routes have been so extended of late years, that practically every village that is not actually on the railway possesses a regular connection with some railway station by motor coach. The service is maintained by three different methods. The Post Office carries on the service as a state monopoly with its own vehicles and staff in every place where the junction of several lines and the amount of traffic render the creation of a group of services possible. The Alpine services, too, are worked as a state monopoly. On short routes and on those where small coaches meet the needs of a sparse traffic, the transport service is thrown open to public competition. There is always a large number of competitors, and those are selected who together with moderate terms can offer the best guarantee for a good and reliable service. They have to provide their own cars and drivers, and to pay all the expenses of the service, in return for which the Post Office pays a fixed commission for each kilometre run, and in addition a grant of ten per cent. of the passenger receipts. The vehicles of the contractor bear the arms of the Post Office and the drivers wear the official uniform.

THE FURKA PASS NEAR THE RHONE GLACIER, 7,400 FEET ABOVE SEA LEVEL.

The Post Office is at liberty to delegate its monopoly in the passenger traffic; that is, it may grant concessions, and in consequence it has granted concessions to about a hundred different contractors. These contracting bodies have for the most part been formed on the basis of public utility, the financial control being shared between those districts interested in the particular service. These concessionaires are under the obligation of conveying all postal parcels, receiving in return a fixed commission from the Post Office. Where the traffic is worked at a loss, some portion of this loss is also borne by the Post Office.

Great advantage is derived from thus combining the passenger service with the carriage of postal parcels. On the one hand, it enables these parcels to be forwarded quickly and cheaply, and, on the other hand, the extra income derived from this transport is very considerable and renders the service a paying concern. The commission on the transport of the postal parcels amounts to a fourth of the entire income of the service. This commission is calculated according to the length of the line, the number of the parcels carried and of the passenger fares, and is also taken into the accounts of the service as income in the services run as of right by the Post Office and on those lines which are under the management of private contractors.



LEFT: 40-SEATER OMNIBUS. RIGHT: REAR VIEW OF AN ALPINE POSTAL COACH FITTED WITH A COVER, A LUGGAGE CARRIER AND, BELOW, A TYRE DRUM.

The Post Office uses on their own government lines in the Alps coaches with seventeen seats almost exclusively, and on their lines in level country coaches with 20-50 seats. The chassis employed on the Alpine routes are of 3 ton capacity, manufactured by the firms of Saurer and

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F.B.W., and fitted with engines of 100 h.p., and besides the usual brakes on all four wheels they have a powerful motor brake. These motor brakes have stood the test of many years' service extraordinarily well, and are very efficient and not liable to wear and tear. The bodies and fittings are always of the all-weather type, in which the cover of the car runs on a strong frame and can be let up or down by either a small electric motor or a hand crank. By means of the electric arrangement the whole business with the cover can be dealt with during the drive without the driver having to leave his seat. The seats are very comfortable, low and wide, fitted up like a club armchair. There are only three seats in each row, separated by a centre gangway.

On routes open throughout the year, large omnibuses with 40-50 seats are employed as well as the 20 seat all-weather coaches. On the all-weather coaches the postal parcels are carried exclusively in special holds arranged at the back of the car for luggage; the omnibuses have similar holds but can also take luggage on the roof. On routes where the traffic is very heavy, a two-wheeled trailer is also attached for luggage. Gold and valuables are conveyed in special iron receptacles let into the sides of the coach body.

The private contractors employ coaches with 8-20 seats according to the conditions of the traffic. For small sized coaches, large limousines are mostly used, the American cars are the popular ones, such as the Marmon, Cadillac, Chrysler Imperial, etc. In the case of concessionaires, omnibuses with 20-30 seats are used almost without exception, and for excursions all-weather cars.

Since these concessionaires are technically subject to the control of the Post Office Authorities and have to submit to them their balance sheets for acceptance, the whole of the official and regular traffic staff is under one management, which exercises an authoritative control over the arrangements of the traffic, the time-tables and the fares. The fares are therefore fairly uniform, and as only one service is authorised for the same stretch of road, all possibility of competition is excluded.

At the present time forty-four traffic centres are worked by the Post office as state monopolies, with 96 routes open all the year round, and twenty-four routes in the Alps, making altogether 120 routes having a total length of 1,300 miles. The routes run by private contractors on account of the Post Office are 238 with a total length of 1,530 miles. Add to these a length of 890 miles under the concessionaires, and we get a grand total for all the routes of about 3,700 miles, as compared with the Railway total of 3,210.

Manchester and S.E. Lancs. Commercial Motor Users' Association.

MEMBERS of the Commercial Motor Users' Association, Manchester Area, held their annual meeting on 16th April. Mr. H. Howard Robinson, A.M.Inst.T., the secretary, in his report stated that complaints were received from members from time to time respecting bad state of roads in the area. These were promptly investigated and were followed by representations to the authorities concerned. In almost every instance satisfactory repairs or improvements were effected. This work is one which means a considerable service to members by saving unnecessary wear of vehicles using the roads. The Legal Defence Scheme has been used on behalf of members in the case of 72 summonses, in 62 of which fines were inflicted and 10 dismissed. In addition, 21 cases were dealt with by the Secretary in correspondence in order to avoid attendance at court. It is interesting to note that during the year 1929 the number of summonses issued by the police in this area against members and drivers has been considerably reduced. Plying for hire had caused motor coach owners very considerable anxiety and the Association defended a large number of summonses and advised members upon the position from time to time, in order to assist members to continue their business, whilst complying with the law.

Many members reported having experienced difficulty during the year arising from the bridges over railways and canals, and this matter has been very vigorously dealt with. The Bridges Act passed by Parliament has relieved members from a considerable hardship.

The membership for the year was increased by 63 new members.

Mr. R. W. Royle, M.Inst.T., who presided, reviewed the work of the Association and made particular reference to road development work in the Manchester area. The progress with the new Manchester and Liverpool road, and the extensions to a number of local roads, which would take the city traffic into Cheshire by alternative routes, would certainly afford much relief to members.

After the report had been adopted, a discussion took place on the excessive noise regulations, and it was stated that Mr. Robinson's representations to the police had avoided the issue of a large number of summonses for very trifling defects to vehicles.

Another subject discussed was the rationalisation of goods transport which, it was understood, might be dealt with by the Royal Commission in their final report.

OFFICERS FOR 1930/1931.

Mr. R. W. Royle, M.Inst.T., was re-elected chairman for the third successive year. The vice-chairman for the ensuing year is Mr. A. Watkinson, M.Inst.T. Vice-presidents:—Mr. R. C. Reynolds, O.B.E., M.Inst.T.; Col. Sir J. Nall, D.S.O., M.Inst.T.; Mr. John Faulkner; Mr. L. Swain; Mr. J. T. Lawton, M.Inst.T. Hon. Treasurer, Mr. A. J. Green, A.M.Inst.T. Committee:—Messrs. N. E. Box, M.Inst.T.; T. H. Dunbabin, M.Inst.T.; J. Leatherbarrow; A. Hancock; J. S. Redfern; W. E. Hall, jun.; T. Huskinson; W. Brown; D. Green; H. Young; W. H. Burgess; T. M. Grindley; H. Hollingsworth; A. Parriss; E. F. Topham; T. Lamb; J. Smith; E. Tootill; B. Goodfellow; J. Powell, A.M.Inst.T.

SOUTH EAST LANCS.

The South East Lancashire Area Committee of the Commercial Motor Users' Association held a meeting at the Manchester office recently, attended by Messrs. J. R. Etheridge (Radcliffe), J. Grindrod (Rochdale), W. Mitchell (Heywood), G. W. Leggott (Manchester), V. L. Morton (Mossley), J. Jagger (Oldham), and J. S. Howarth (secretary). The main business was the election of officers for the ensuing year. Mr. J. R. Etheridge was re-elected chairman and Mr. J. Grindrod vice-chairman. The following representatives were appointed to the North Western Divisional Committee:—Messrs. J. R. Etheridge, G. W. Leggott, and Councillor W. Farnorth. The Secretary, Mr. J. S. Howarth, reported with reference to the question of the trams stopping in the centre of Bury, discussed at the last meeting, that he communicated with Councillor J. Eastham, of Bury, who said he would be willing to introduce a deputation to the Tramways Manager with a view to having the proposal considered. The matter was left with Mr. Grindrod and the Secretary to deal with. Mr. J. S. Howarth intimated that he had been in communication with the General Secretary respecting the National Council launching opposition to the Omnibus Bill. He received a reply stating that the National Council had taken steps to do this. They urged that individual members should write their local members of Parliament asking them to oppose the Bill when it comes before Parliament. Mr. Frank Hayward, of Rochdale, was admitted to membership of the Association. Concerning motor coaching conditions in Rochdale, the secretary reported that the rota system had been introduced for the use of the Town Hall Square.

Uruguay. Imports of Motor Chassis.—A Montevideo message says that an Executive Decree ordains that motor chassis, forming part of public service omnibuses, may be imported free of duty providing, *inter alia*, that each vehicle carries more than eight passengers and is used exclusively for public service.

New Antwerp-Liege Canal.—A Brussels message says that on May 31st the King will attend the ceremony of turning the first sod of the new canal which is to be built from Antwerp to Liege. The ceremony will take place at Vroolhoven, where His Majesty will start the giant mechanical shovels on their work.

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Manchester Coachowners Co-operative Plan.

Scheme extended to Salford.

IT is now possible to give further details of the working arrangements of the co-ordination plan drawn up by the Manchester Transport (Owners') Association, Ltd., and the Commercial Motor Users' Association (Inc.), Manchester Area, for the benefit of Manchester motor coach owners.

District Working.—The city of Manchester is divided into four districts with one representative in each. These are as follows:—North: Mr. W. Cooper, 1, Plympton Street, Harpurhey; South: Central Tours, 23, Lower Mosley Street. Goodfellow Services; East: Claribel Motors, Ltd., Ardwick. Auburn Street; West: Grey Fleet Motors, 546, Chester Road, Old Trafford.

The members in each district must ascertain from each of their booking offices at 8.30 a.m. daily the number of passengers and must commence to pick up immediately afterwards. At 9 a.m. daily the members must advise their district representative how they stand and make arrangements to deal with excess or shortage of passengers. No bookings must be permitted after 9 a.m. for daily services. The city of Salford is in one district and the members will work in conjunction with each other similarly.

It is to be distinctly understood that in giving out work, each member must first call upon the members in his own district and when all the coaches in that district are engaged, he must ask the representative of any other district for assistance. Any difficulty to be reported immediately to the Association (Central 1588). Salford coaches must be used first, if Manchester members are all engaged.

Booking Offices.—These are all scheduled and picking up or setting down of passengers is only permitted at such places. Every endeavour must be made to load or unload with the utmost possible speed.

Prices.—For public hire there is a list of minimum prices which must not be departed from. A separate schedule has been compiled for private hire. A minimum of 2s. 6d. is stipulated by the Manchester Watch Committee and in any special cases where exemption is desired (football matches, etc.) application for a special permit for that day must be made to the Chief Constable (Public Carriage Dept.).

Commissions are regulated and defined to cover all contingencies. Settlement between members to be on a weekly basis every Friday on the tickets presented.

Alleged Breaches.—Any alleged breaches of these working arrangements must be reported immediately to the Secretary (Mr. H. Howard Robinson). Should any coaches be observed to be plying for hire without a licence, report should be made at once to the secretary and particulars must be given as to date, name, registered number of each coach and address where offence committed.

Booking Offices.—Each coachowner has received from Mr. Howard Robinson a schedule of the motor coach booking offices which have been approved by the Chief Constable. These number over 200 and are classified according to area, and identified by a reference number. In the southern area of Manchester there are 108 booking offices, of which eight are owned by South Manchester Coachways, Ltd., twelve by Mr. J. Holt, eleven by Messrs. C. A. Hegginbottom and Sons, six by Messrs. A. F. Holden and Co., four by Messrs. W. Hartley and Sons, six by Mr. E. Spreckley, six by Fingland Hire Cars, Ltd., and the remainder by other owners. Forty-five names and addresses are detailed in the schedule applying to the northern area where the North Manchester Motor Owners' Services (W. Cooper, J. A. Ferrington and J. W. Smith) have eleven offices, Messrs. J. and G. Finch, five; Messrs. F. A. and H. Dean, six; Osborne Motors, six; and Mr. David Green, four. Forty-one booking offices are scheduled in the eastern area, the principal owners being Claribel Motors, Ltd., with seven; Messrs. A. Mayne and Sons with 13; Messrs. Whittle and Field with five; Mr. R. Connolly, five; Mr. T. Heap, five; and G.W.S. Motorways, five. The western area is the smallest and the schedule comprises only 21 names and addresses, principally Mr. A. King, who has five booking offices; Mr. H. Goodier, five; Grey Fleet Motors, three.

SUBMITTED TO TEST.

The co-ordination scheme had its first try-out on Good Friday, but owing to the cold weather the demand for coach seats fell short of expectations. Consequently no great strain was put on the elasticity of the organisation. However, things were different and the new machinery was given a thorough test on Easter Monday. Owing to the necessity for all motor coaches to be licensed, Mr. H. Howard Robinson was fully prepared for contingencies, in case local coach owners required additional vehicles from outside areas to cope with the holiday traffic. On the previous Thursday he ascertained from members what additional coaches they were likely to require from outside the area, and application was made to the Chief Constable of Manchester for permits or temporary licences. These preparations proved to be well justified on Easter Monday, when the scheme in its entirety worked excellently. The only complaint was from a member who did not carry out instructions and who put into service an outside vehicle for which a permit had not been obtained.

So successful has been Manchester's effort to rationalise, that requests have been received by Mr. H. Howard Robinson from coach owners in other areas to organise a similar plan for them.

SALFORD ARRANGEMENTS.

As regards Salford, negotiations are proceeding between the coach owners and the authorities, and as soon as these have been completed the scheme for that city will be put into operation.

The outline of the Salford plan is:—Salford is divided into three groups with one representative in each. These are as follows:—Eccles New Road Group:—Ashford's Garages, 325/9, Eccles New Road, Weaste. Cross Lane Group:—Mr. J. Fieldsend, 231, Cross Lane, Salford. Broughton Group:—Messrs. Lamb and Whittingslow, 137, Radford Street, Lr. Kersal.

The members in each district must ascertain from each of their booking offices at 8.30 a.m. daily, the number of passengers and must commence to pick up immediately afterwards. At 9 a.m. daily the members must advise their district representative how they stand, and make arrangements to deal with excess or shortage of passengers. No bookings must be permitted after 9 a.m. for daily services.

Each Broughton group coach must call at the shop of Mr. C. Cartwright, as the last point in Salford, in order to pick up any excess passengers. In giving out work, each member must first call upon the members in his own district, and when all the coaches in that district are engaged, he must ask the representative of any other district for assistance. Any difficulty to be reported immediately to the Association (Central 1588). Manchester coaches must be used first if Salford members are all engaged, and later any other firm on the membership list supplied.

All booking offices are scheduled. Picking up or setting down of passengers is only permitted at such places. Every endeavour must be made to load or unload with the utmost possible speed.

Transport Statistics.

Changes are pending in the Preston municipal transport services involving the supersession of part of the tramway track by motor buses in the first place and trackless trolley vehicles in the second. The Manager of the undertaking, Mr. H. Clayton, in a report on the relative merits and costs of tramway, trackless trolley vehicle, and petrol vehicle systems of transport, estimate that the modernisation of the tramway system would cost £66,250, against which 23 motor buses would cost £41,400 and 20 trackless trolley vehicles and the adaptation of overhead equipment, £59,500. The loan charges calculated on a capital basis, and inclusive of working expenses estimated on an average of 25,000 miles per vehicle per annum, would be:—Tramways, £32,355; petrol omnibuses taken on eight years life, £6,644, working expenses at 13.5d. per mile, £32,344, total £38,988; trackless trolley vehicles taken on ten years life, £6,221, overhead reconstruction, £1,152, working expenses at 11d. per mile, £22,917, total £30,290. Although the inauguration of a trackless trolley system would involve a greater capital outlay than would the purchase of petrol omnibuses, the working expenses in connection with trolley vehicles are so much lower than in the case of buses, states Mr. Clayton, that they more than counter-balance the additional sums payable in respect of loan.

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Motor Coach and Bus Notes.

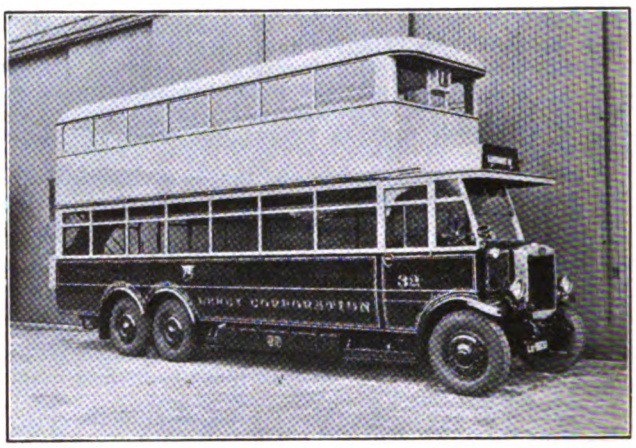
A Vulcan Emperor.—The Vulcan Emperor 51-seater bus has recently been supplied to the Southport Tramways Committee. The photograph shows the bus waiting outside the Southport Town Hall for the inspection by the Tramways Committee. We are informed that the bus

THE VULCAN EMPEROR 51-SEATER BUS.

is much approved in Southport for its smooth running, comfort and power.

A.E.C.'s for Continental Touring. — From Motorways, Ltd., there has arisen a new company known as Motorways (1930), Ltd., which like its predecessor is to provide luxury motor coach tours on the Continent. The countries to be visited include France, Belgium, Holland, Germany, Spain, Italy, Switzerland, Austria and Czecho Slovakia. For the purpose of these tours the Company has acquired five A.E.C. "Reliance" 6-cylinder saloon coaches which are fabric covered and have clerestory roofs. The driver's position is beside the engine in an open compartment but fitted with removable side screens and a folding canopy, and on the opposite side of the engine is a seat for the courier who travels with each coach. An unusual feature is the front dash which is carried across the extreme width of the chassis and so far forward that it entirely encloses the radiator shell. 18 seats of the high back armchair type are provided, fitted with pneumatic cushions. At the back, curtained off from the main passenger compartment, is a lavatory and buffet for serving light refreshments.

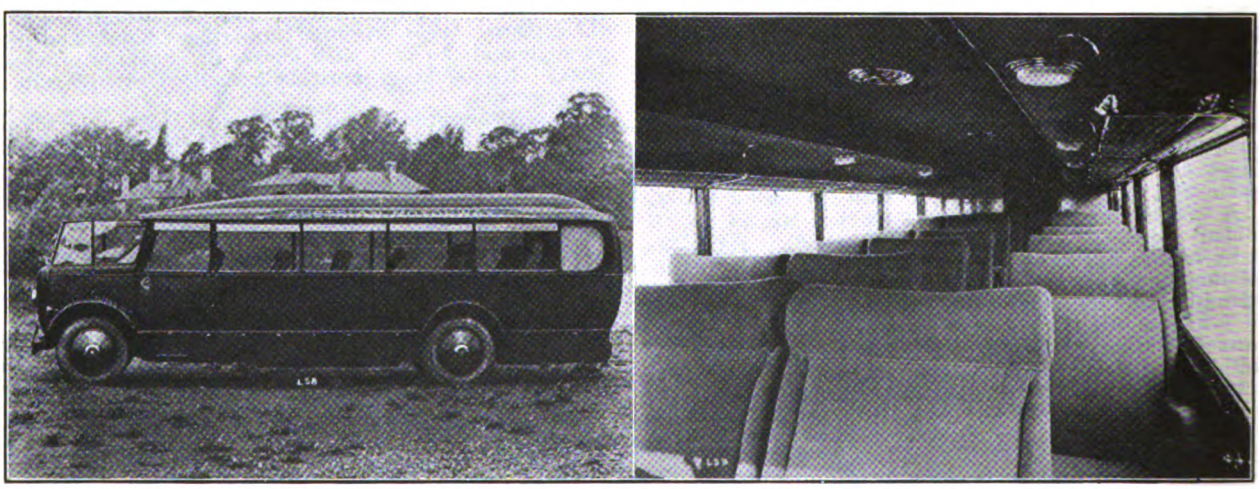
Ransomes Bus Bodies.—Our photograph shows a type of bus body supplied by Ransome, Sims & Jefferies, Ltd., Orwell Works, Ipswich, to the Derby Corporation. It accommodates 65 passengers and is mounted on a Guy six-wheel chassis. The firm received two contracts for these bodies, which have now been completed. The body is built to the firm's standard construction, no nails whatever being used. The windows in the lower saloon are fixed,



RANSOMES BUS BODIES FOR DERBY.

ventilation being provided by hinged ventilators controlled by patent fittings, and in the upper saloon three windows on each side are arranged to drop and are controlled by the Beclawat type of fittings. There is only one step to the entrance platform and the stairway to the upper saloon is entirely covered and constructed with a landing in the centre.

Stimulating the Zest for Travel.—In the Liverpool and Manchester stores of Messrs. Lewis', there is a special motor coach bureau, which has been well advertised, where customers may book tours to any part of England, Scotland and Wales. Literature from most of the principal coaching firms is neatly displayed in mahogany cases, and well informed assistants are in attendance to give advice and help to solve any travel problem. "Travel in luxurious vehicles anywhere through England, Scotland and Wales" is the message in gilt letters, which runs over the rear of the Liverpool booking office. This adjoins a customers bank and post office.



TWO VIEWS OF THE A.E.C. 95 H.P. 6-CYL. LUXURY COACH REFERRED TO IN TEXT.

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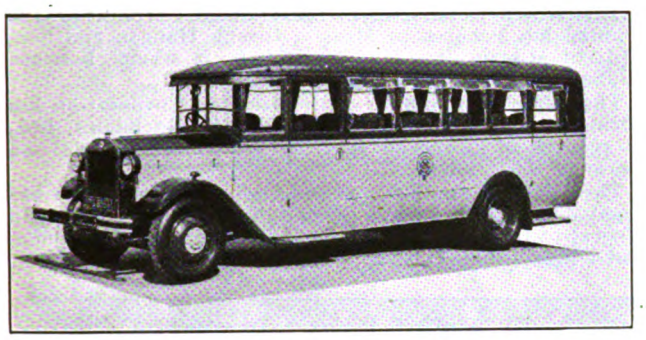
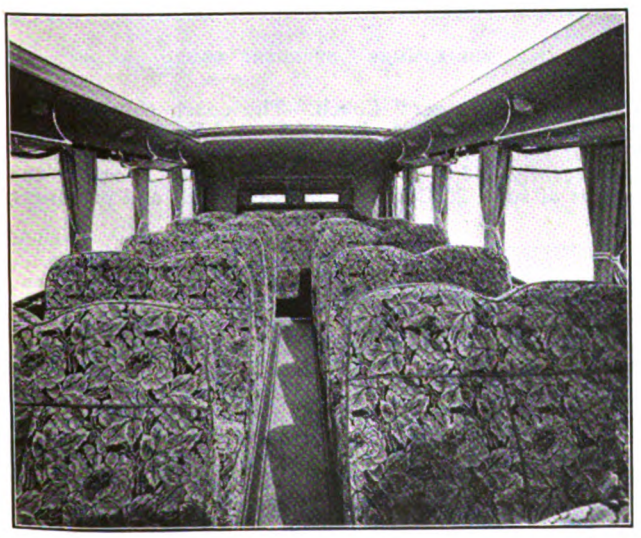
Emergency Door Regulations.—At the Tramways Committee of the Bolton Corporation, the General Manager reported upon the new regulations proposed to be made by the Minister of Transport, so far as they relate to emergency doors on double deck motor buses, fitted with totally-enclosed staircases, and read a letter from Leyland Motors, Ltd., as to the type of staircases on the five buses recently ordered by the Corporation. It was decided that the buses be fitted with open staircases instead of enclosed staircases.

The Lancia All-Weather Saloon Coach.—The Lancia saloon coach as illustrated incorporates the Plein Azur sliding roof and is built to the order of Gray's Coaching Service, Ltd., of Kingston-on-Thames, upon a 6-cylinder "Omicron" Lancia chassis. The bodywork is by London Lorries, Ltd. This is one of the first vehicles of its kind to be put into service in this country. The coachwork is noteworthy, as while in the ordinary way accommodation can be provided for 33 persons when the standard seating plan is adopted, this number can be reduced to 26 in order that extra comfort may be given to the passengers for long distance tours, for which purpose the chassis is primarily designed and constructed. The deeply sprung



THE LANCIA SALOON COACH.

seats are upholstered in moquette, whilst the inside panels are lined in material to match. Rug rail and ash tray are at the back of each seat. Concealed lamps are fitted in the roof. The engine is a 6-cylinder monobloc developing 85/100 h.p. It has a seven bearing crankshaft. Power



INTERIOR VIEW OF THE LANCIA SALOON COACH.

is transmitted through a single disc clutch to a four speed gear box unit with the engine. Transmission is by a two section cardan shaft to a spiral bevel driven rear axle. The foot brake acts on all four wheels and the hand brake on rear wheels only.

Licences Granted.

The Watch Committee of the Cheltenham Corporation has granted the application of the Great Western Express Co., Ltd., for three additional bus licences for operating on existing services.

The Licensing Committee of the Penrith Urban District Council has granted applications to operate two new bus services as follows:—Mr. R. McCombe—Newcastle and Blackpool; and Messrs. Emmerson and Co.—Carlisle and Blackpool.

The Licensing Committee of the Bournemouth Corporation has granted the application from Messrs. Elliott Brothers, Ltd., for 26 licences for additional coaches to be used in connection with existing services.

The Watch Committee of the Sheffield Corporation has granted licences to the East Midland Motor Services, Worksop, for a service between Sheffield to Clowne and Mansfield and between Handsworth and Dinnington.

A Tilling-Stevens Omnibus in the Service of the Southdown Motor Services, Ltd.—We illustrate a service omnibus with seating for 31 passengers, being one of a number of vehicles recently supplied to the Southdown Motor

A TILLING-STEVENS 31-SEATER OMNIBUS FOR SOUTHDOWN MOTOR SERVICES.

Services, Ltd., by Tilling-Stevens Motors, Ltd., of Maidstone. The Southdown Motor Services, Ltd., are one of the many large operating companies who use Tilling-Stevens "Express" vehicles extensively for special inland and long distance trips in the Counties of Surrey, Sussex, Hants, etc., in addition to regular bus services throughout these counties. The chassis is Tilling-Stevens latest type B.10.A.2. with 16 ft. wheelbase, 29/70 h.p. Ricardo engine; bore, 4¼ in.; stroke, 5½ in. The bodywork was carried out by Messrs. Short Bros. (Rochester & Bedford), Ltd., Seaplane Works, Rochester.

The Crossley-Eagle.—The photograph shows three of the fleet of Crossley-Eagle 32-seater omnibuses just sup-

CROSSLEY "EAGLES" FOR THE YORK CORPORATION.

plied to the York Corporation Tramways. The chassis is the 30/70 h.p. 4-cylinder model and the bodies were built by Chas. H. Roe (1923), Ltd., Crossgates, Leeds.

Motor Coach Fares "Up."—Motor coach fares between Manchester, Liverpool and Blackpool to London have been advanced from 5s. to 7s. 6d. for the return journey. In each of the three centres named, the decision to solicit increases has been arrived at by common agreement.

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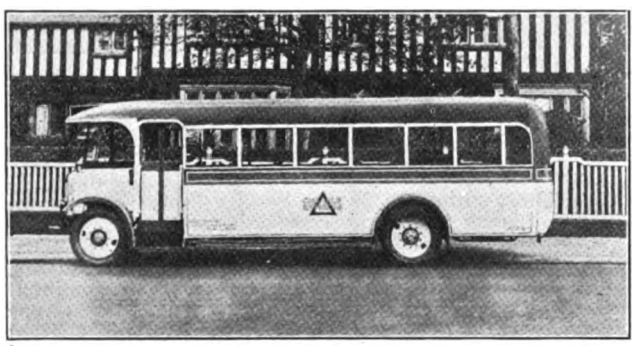
During the winter months the Blackpool owners have been charging 15s. single and 20s. return, and to Birmingham 10s. single and 15s. return. The new rates as agreed between Messrs. Charles Smith's Motors, Vance Road, Wood Bros., Ltd., Coronation Street, and W. C. Standerwick, Ltd., King Edward Garage, Blackpool, are:—London—15s. single, 25s. return; Birmingham—12s. 6d. single, 20s. return. From Manchester there are six daily services to London:—Eniway Services, 27 Lower Mosley Street, Fingland's Hire Cars, Ltd., St. Peter's Square, Holt's Yelloway Motors, 55 Peter Street, Majestic Motors, Oxford Road, Manchester Motorways, 52 Lever Street, Roscoe Services, 17 Oxford Road. The old rate to London was 20s. return. It is now 25s. Coming to Liverpool we find the increase is even more pronounced. Up to recently the single fare was 12s. 6d. single and 20s. return; now it is 15s. single and 27s. 6d. return. Mr. G. Taylor, of Chester, and Mr. A. Harding, Birkenhead, both well-known motor coach proprietors, are associated with a new service know as the All-British Line, which has opened a new London service, travel being via Chester. The other operators on the London route are Rymers, 17 James Street, Crosville Motor Co., Imperial Motor Services, 308 Upper Parliament Street, Pearsons "Happy Days" Motorways, Shaw Street, Merseyside Touring Company, Islington, MacShane's Motors, Commutation Row. This month Messrs. Rymers resume their daily services to Glasgow, Bournemouth and Torquay. Their new fleet of 1930 vehicles, which will carry 25 passengers, will be provided with toilet room accommodation. The motor coaching season in South West Lancashire has opened very auspiciously and the prospects are bright.

The Cheadle Express.—The photograph shows another representative type of express coach by Tilling-Stevens Motors, Ltd., 5, Iddesleigh House, Caxton Street, Westminster, London, S.W.1, as operated by Mr. Hugh Wilshaw, Litley Garage, Cheadle, Stoke-on-Trent. The



THE TILLING-STEVENS EXPRESS COACH REFERRED TO IN TEXT.

chassis is type B.10.A.2. with 16 ft. wheelbase and there is accommodation for 34 passengers. The bodywork was carried out by John Buckingham, Ltd., of Bradford Street, Birmingham, and the vehicle was supplied through the Cobridge Motor and Engineering Works, of Burslem, Stoke-on-Trent.

Licences Granted.

The Watch Committee of the Oldham Corporation has granted licences to Mr. Herbert T. Easton, of Redcar, in connection with a bus service between Redcar and Liverpool via Middlesbrough, Stockton, York, Leeds and Manchester.

The Watch Committee of the Eastbourne Corporation has granted two additional motor coach licences to G. B. Motor Tours, Ltd.

The Watch Committee of the Brighton Corporation has granted a licence for a motor coach to Messrs. Thorne Brothers and to the Pilot Motor Services, Ltd., subject to the special conditions applicable for vehicles plying for hire between Brighton and London.

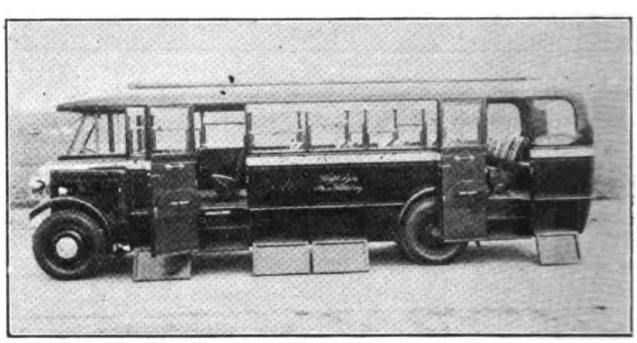
The Watch Committee of the Birkenhead Corporation has granted the applications from Mr. Alfred Harding, of Birkenhead, and Mr. George Taylor, of Chester, for hackney carriage licences in respect of a joint long distance service.

The Watch Committee of the Sheffield Corporation has granted the following bus licences:—L.M.S. and L.N.E. Railways—Sheffield to London and Sheffield to Manchester and Blackpool, and Mr. E. Warriner, Sheffield—Sheffield to Blackpool.

The Watch Committee of the Oldham Corporation has granted bus licences to Messrs. Joseph Hanson and Son, Ltd., of Milnsbridge, Huddersfield, for a service between Oldham and Huddersfield.

The Watch Committee of the Oldham Corporation has granted a licence to Messrs. Holt Bros. (Rochdale), Ltd., in respect of proposed services between Rochdale and Torquay via Oldham.

The Watch Committee of the Oldham Corporation has granted a licence to Mr. Joseph Roscoe, Manchester, in respect of proposed services between Oldham and London and Oldham and Torquay.



THE COMMER "AVENGER" COACH.

Commer "Avenger" Coach.—The coach shown in the photograph has recently been delivered by Commer Cars, Ltd., of Luton, to Wright Bros., of Ealing, and is one of two recently added to their fleet. Wright Bros. are the owners of some 20 Commers of both goods and passenger types.

The New Chantry Bridge, Rotherham.

OPENING the new Chantry Bridge at Rotherham, Yorkshire, on April 28th, Mr. Herbert Morrison, Minister of Transport, referred to the fact that the new bridge replaced one of the extremely rare Chantry bridges but had been so designed as to preserve the original chapel. The bridge, which had been replaced by the one he was now opening, was a composite one, half being mediæval and the other half being of Georgian date. The latter portion had been demolished while the mediæval portion, including the Chantry, had been preserved and now formed an annexe to the new reinforced concrete structure. Although the Ministry of Transport was a modern Department of State, it could be said with truth that wherever it was reasonable to do so, it had taken pains to preserve beautiful relics of past days as well as to encourage new creative efforts. This was an age of machinery and we should be on our guard against forgetting and obliterating the charms of the handicraft and craftsmanship which transfigured the middle ages. The Ministry of Transport was doing its best to serve the cause of archæology and to preserve the traditional charms of village, town and countryside. This was largely the purpose of the 300 miles of by-passes, in the construction of which the Department had assisted. In a number of cases where grants had been given to enable new bridges to be built, the mediæval structures had been left intact. The Ministry was contributing to the cost of planting trees and shrubs and forming grass verges in connection with highways, and it would always welcome proposals of that sort when submitted by local authorities. In preserving antiquities, however, it was necessary to guard against the glorification of spurious antiquities such as weak, narrow and dangerous canal bridges and other public inconveniences of a like character. There was great need for local authorities to grapple with this problem and the similar one of level crossings. The present time was extremely favourable for such work—firstly, because of its value in stimulating employment, and secondly, because on important roads a 75 per cent. grant could be obtained from the Road Fund in suitable cases, the inclusion of fees for consulting engineers being allowed where appropriate. It was particularly necessary at this time that all classes of local authorities should push forward with useful works calculated to absorb unemployed labour. Early preparation of plans and other details was very necessary if undue time was not to be lost.

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North Midland Road Transport Joint Board.

AT a Meeting of the Board held in Nottingham on Monday, April 28th, 1930, the following resolution was unanimously passed:—

"That owing to the decrease in the cost of living on April 1st, 1930, to 57 per cent. above pre-war standard, and in accordance with the regulations contained in the Minimum Standard Rates of Weekly Wages Schedule, there shall be a decrease in wages of 2/- per week in the case of those of 18 and over, and 1/- per week for youths under 18; but that 1/- and 6d. only per week of the decrease respectively shall operate as on the first pay day after Monday, April 28th, 1930, and the full decrease of 2/- for adults and 1/- for youths shall only come into operation on the first pay day after Monday, June 16th, 1930.

Any variations of the Index figure during the period before the meeting in July shall not affect the foregoing decision."

The effects of the foregoing resolution upon the Schedule dated 28th April, 1924, will be as follows:—

On the first pay day immediately following April 28th, 1930, the present reduction in force on the schedule figures, of 1/- and 6d. respectively, will become 2/- and 1/-.

On the first pay day after June 16th, 1930, the reduction upon the Schedule will become 3/- and 1/6d.

Hull Traffic Association.

THE Second Annual General Meeting of the Hull Traffic Association was held in the Council Chamber of the Hull Incorporated Chamber of Commerce and Shipping, Bowl-alley Lane, on April 29th last.

Mr. Ed. Dumoulin, J.P., who presided, in moving the adoption of the Secretarial and Financial Reports, congratulated those responsible for the excellent progress of the Association. Referring to the syllabus, he recalled the many interesting lectures, the informative character of which was well known to the members. The Association had been extremely fortunate to have the assistance of such eminent speakers, whilst the influence of the Chairman (Mr. W. A. Winson) in making these engagements possible, could not be overlooked. The Association was doing much valuable work and had established itself as a very useful body for the study of the many complex problems of transport.

After some slight alterations to the rules had been agreed, the election of officers for the 1930-31 session took place, as follows:—President, Mr. Ed. Dumoulin, J.P.; Vice-President, Mr. J. A. Lacey; Chairman, Mr. W. A. Winson; Vice-Chairman, Mr. W. H. Rowley; Hon. Secretary, Mr. C. E. Douthwaite; Hon. Treasurer, Mr. S. Hattan. Committee: Carrying Services.—Mr. W. V. Copeland (Shipping), Mr. G. H. Marshall (Road), Mr. A. Griffiths and Mr. Elliott Taylor (Rail). Industrialists.—Mr. R. W. Bankes, Mr. A. W. Day, Mr. A. J. Foulston, Mr. A. E. Hodge, Mr. E. W. Hodge, Mr. G. W. Hoey, and Mr. C. P. Sykes.

In response to invitations extended to the members, a number of useful suggestions, calculated to increase the already high efficiency of the Association, was referred to the Committee for consideration.

The meeting ended with hearty votes of thanks to the President, to the Chairman, and to The Hull Incorporated Chamber of Commerce and Shipping.

The Ballast, Sand and Allied Trades Association.

WE have received from Mr. G. V. Smith, the Secretary of this newly formed association, some particulars of the first General Meeting together with some facts about its programme and the objects with which it has been formed. The main purposes of the Association are to adopt a system of loading lines for lorries showing cubic carrying capacity and a system of delivery tickets to be used in conjunction with the loading lines, with a view to insuring that the correct amount is collected at the pit and delivered to the consumer. A badge will also be used to enable the consumer to identify immediately a member of the Association. The use of the badge will indicate to the consumer that the seller or merchant has definitely bound himself, or in the case of a company itself, to abide by the loading line and delivery ticket system and this should inspire a feeling of confidence with the consumer. We are informed that the necessity of such an Association has made itself felt to firms engaged in the trade as certain undesirable practices with regard to measurement are assuming such proportions that in a great many instances these are now being regarded as the "custom of the trade." This point was emphasised by Mr. F. Wells, Wraysbury Sand & Gravel Co., Ltd., the Chairman of the Association, in a speech which he delivered at the meeting. The Vice-Chairman is Mr. Joseph Sabey, of H. Sabey & Co., Ltd., and a number of well known men connected with the trade are on the Executive Committee. The offices of the Association are at 124, Tottenham Court Road, London, W.1. It is hoped that all who are concerned with raising the status of the trade will give their support to the Association by becoming members.

R.A.C. Guide and Handbook.

THE 1930 edition of the R.A.C. Guide and Handbook, which is just published, contains over 800 pages of diversified information, and is one of the most valuable Road Books published.

The principal feature of the book is the Directory which is a complete *vade mecum* for the motorist on tour in this country. It contains particulars relating to over 2,000 towns in Great Britain and Ireland, including such information as early closing days, licensing hours, R.A.C. hotels and garages, restaurants, parking places, golf clubs, and places of local interest. Town plans, showing by-passes, are given for all the important towns and a 32 page road map of the country.

Additional to the Directory is a list of the 1,000 odd R.A.C. Inns where the standard R.A.C. 2/- meals are obtainable, a list of camping sites with the name and address of the proprietor, ferry services with time-tables and charges, toll roads and bridges, the best routes in and out of London, the principal hills in the country with length and average gradient, and the position of the 420 R.A.C. Road Telephone Boxes with numbers.

The Foreign Touring Section is invaluable to motorists touring abroad.

The general information includes a summary of the laws relating to the use and ownership of cars and motor cycles; rules of the road, hints on first-aid, speed tables, lighting-up tables and a list with addresses of the various registration authorities. The price, post free to R.A.C. Members and Associate-Members, is 1/6d., and to the general public 4/-.

Summer Shell for Summer Motoring.

OIL companies have for many years recommended changing the grade of lubricating oil according to the season; but in announcing a new blend of No. 1 petrol, called "Summer Shell," the Shell people are the first in the field to provide alternative fuels for winter and summer use. This new summer petrol will be available at the same price as "winter" petrol on and after May 1st.

In a climate which shows a variation of about 40 deg. between the average winter and summer temperatures, it is obviously extremely difficult to prepare a single blend which will satisfy the very different needs of cold and hot weather motoring. The motorist has but to compare the routine for starting in January, say, and in June to appreciate how wide that difference is.

In winter the ideal fuel should contain a big proportion of volatile elements to ensure quick starting. In summer, on the other hand, volatility is not so necessary and may be a definite drawback, since a very volatile fuel on a hot summer day would waste away far too quickly with a consequent serious reduction in mileage.

In blending Summer Shell, therefore, the aim has been to subtract the superfluous, volatile quick-starting elements from "winter" Shell and to replace them with those which will maintain the mileage, and balance with the rest of the blend to give the utmost pulling power, ensure easy, rapid acceleration and be proof against "knocking."

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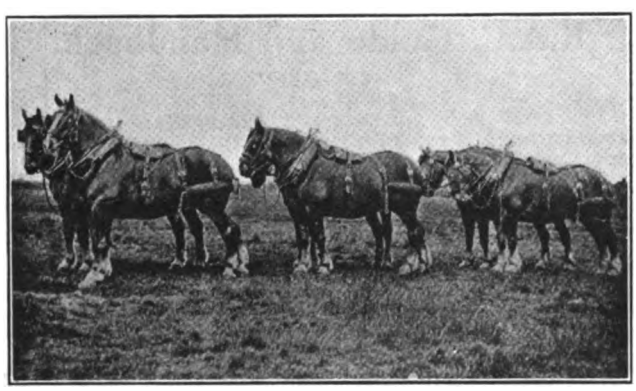
News from all Parts.

Institute of Transport Congress.—The annual Congress and Summer Meeting of the Institute of Transport will be held at Glasgow from July 8th to 12th next, and the undernamed have been appointed members of the Congress Local Committee:—The Rt. Hon. the Lord Provost of Glasgow, Messrs. C. A. Bremner, J. C. Christie, W. Crozier, Ex-Bailie P. J. Dollan, Dr. K. G. Fenelon, Messrs. F. A. Fitzpayne, A. Fulton, E. Graham Guest, J. L. Gunn, W. Johnston, I. Kempt, T. A. Kerr, R. McLeod, T. Moffat, D. P. Morrison, A. Morton, A. H. Roberts, C. H. Stemp, Bailie J. H. Stevenson, Messrs. W. J. Thomson, D. C. Urie, J. N. Wilson, W. Wood, and the Hon. Secretaries, Messrs. R. Killin and L. Mackinnon. At the first meeting of this Committee a smaller Executive Committee was appointed comprising:—Messrs. J. C. Christie, W. Crozier, F. A. Fitzpayne, A. Fulton, E. G. Guest, T. A. Kerr, R. Killin, L. Mackinnon, R. MacLeod, T. H. Moffat and A. H. Roberts. The four main line railway companies, the Metropolitan Railway, and the London Underground Railways and L.G.O.C. Group, subject to the exigencies of each company's business and other material circumstances, will give sympathetic consideration to applications from their junior officers who are members of the Institute, for leave of absence (as part of their annual holiday) to attend the Congress.

London Cart Horse Parade.—By the kind permission of H.M. First Commissioner of Works, the London Cart Horse Parade Society's Fortieth Annual Parade will be held in the Inner Circle, Regent's Park, London, N.W., on Whit Monday, June 9th. This Parade will again be open to all drivers of Cart Horses within the Metropolitan Police area, to whom will be offered cash prizes by the



A FINE TEAM OF SUFFOLKS.

Society in addition to cash premiums donated by the Shire and Suffolk Horse Societies. Brass Merit badges, presented by the R.S.P.C.A., will be handed to each winner of of First prize rosette during the March Past in the afternoon. Borough Councils are eligible to compete in a separate section for the various prizes offered. Prizes for Novices will be awarded, viz., to firms entering the Parade for the first time. The usual Long Service Competition will be open to drivers of not less than twenty-five years service with the same firm. Certificates of Merit will be awarded to Managers or Horse Foremen who have had four First prize winners under their control. Entries close at the single fee on May 19th, and entry forms can now be obtained, together with any other information desired, from the Secretary at the Society's offices, 12, Hanover Square, London, W.1.

Sixth International Road Congress, Washington, D.C., U.S.A.—The Sixth International Road Congress will be held at Washington, D.C., U.S.A., from October 6th to 11th next. This Congress has become one of the great international gatherings of the world. Headquarters are maintained at Paris known as the Permanent International Association of Road Congresses. It meets approximately every three years to review progress made and plan for the future expansion of highway transportation and communication in every nation. The Washington Congress will be opened by President Hoover. Although the Congress will be held under the auspices of the Government of the United States, the automotive and allied interests of the United States have united to place at the disposal of delegates every facility to enable them to visualise the extensive use of the automobile and the building of highways. To assure maximum benefits from the Congress the delegates should reflect all phases of highway transportation.

Institute of Transport. Metropolitan Graduate and Student Society.—In the Annual Report for the Session 1929-30 of the Metropolitan Graduate and Student Society of the Institute of Transport, presented at the annual meeting held in London on May 6th, the Committee record a steady increase in the Society's membership. The Society has been greatly honoured during the Session by the presence of Sir Josiah Stamp, G.B.E (President of the Institute of Transport), on two occasions. The speech which he delivered at the Inaugural Meeting of the Session made a great impression on his hearers, and gave much encouragement to the members: on the occasion of the Annual Re-union the members were also privileged to listen to his very happy speech proposing the toast of the Society. The very practical interest which Sir Josiah Stamp, an Economist of International repute, has taken in the Society is very much appreciated. The ordinary meetings of the Society produced very keen discussions, and the Committee encouraged by the increasing numbers of members taking part in these proceedings have, for next Session, arranged for one of the evenings to be given up to a formal debate. This new departure, if successful, will be repeated in subsequent Sessions. The Committee places on record its great appreciation of the action of the Council of the Institute in arranging a tour in Switzerland during the early summer of 1929, and it is hoped that the Council will continue to arrange similar tours at suitable intervals. The experiences gained during such visits cannot be valued too highly. During the year 43 new members joined the Society. The Society expresses its very grateful thanks to the President and Council of the Institute of Transport for their welcome support during the past Session, and its best thanks for the valuable assistance given by Mr. Winter Gray and his staff.

Argentina. 2 Steam Cranes on Trucks, 50 Metric Tons Capacity. — The Acting Commercial Counsellor, His Majesty's Embassy, Buenos Aires, reports that the Argentine State Railways is calling for tenders, to be presented in Buenos Aires by the 10th July, 1930, for the supply and delivery of two steam cranes for service on track of 1.435 metre gauge. The hoisting capacity specified for each crane, which is to be mounted on a truck is 50 metric tons with a radius of 5 metres and 25 metric tons with a radius of 8 metres. Firms desirous of offering cranes of British construction can obtain further particulars of this call for tenders upon application to the Department of Overseas Trade, 35 Old Queen Street, London, S.W.1. Reference number AX. 9518 should be quoted.

Patents and Trade Marks. — A very useful brochure dealing with Patents and Trade Marks, the writer of which, Mr. Benj. T. King, C.I.M.E., is Managing Director of Kings Patent Agency, Limited, Wardrobe Chambers, 146, Queen Victoria Street, London, E.C.4, has recently been issued. The handbook is quite up-to-date and is the result of 44 years professional practice. The subjects dealt with include the following:—Patents for Inventions; Employees' Inventions; Procedure in Patenting; Patents Abroad; Sale of Patents; Designs; Trade Marks; Copyright. A copy of this booklet will be sent free of charge, to any of our readers who are interested and will make application to Kings Patent Agency, Limited.

Re-elected.—Mr. R. J. Armstrong, A.M.Inst.T., Manager of the Removal and Warehousing Department of the Army and Navy Co-operative Society, Ltd., Victoria Street, Westminster, has been returned a member of the Brentford and Chiswick Urban District Council.

Annual Dinner of the Institute of Transport.—The Institute of Transport announces that its Eleventh Annual Dinner will take place at the Connaught Rooms, Great Queen Street, London, W.C.2., on Thursday, March 5th, 1931.

Air Chief's New Post.—Air Marshal Lord Hugh Trenchard has been elected a director of The Goodyear Tire & Rubber Company.

"Service Supreme."—Stewart & Ardern, Ltd., Morris House, 103, New Bond Street, London, W.1, the sole London distributors of Morris Cars, have issued a very interesting book entitled "Service Supreme." The S. & A. "Service after Purchase" policy is a broad one, having as its basis a desire to make all clients happy and contented Morris owners by supplying care-free motoring

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both to the inexperienced and experienced. This service is made possible by the application of practical knowledge gained over a long period of years, and this enables the organisation of Stewart & Ardern, Ltd., to class itself as specialists in the sales, service and repair of Morris Cars. This book, which is beautifully illustrated, will no doubt convince the reader that the Stewart & Ardern service after purchase is "Service Supreme." Stewart & Ardern's commercial vehicle showrooms are at 371, Euston Road, London, N.W.1.

Britain's Display at Antwerp. — The Department of Overseas Trade announces that the British Government Pavilion in the International Maritime and Colonial Exhibition, Antwerp, is now open to the public, and a ceremonial inauguration will be held on Tuesday, May 20th, when the British Ambassador, the Right Honourable Earl Granville, will be present. A "British Week" is to be held at the Exhibition from July 17th to 23rd, a period which includes the Belgian National Holiday.

Garrett Spare Part and Service Agents for the Southern Area.—Richard Garrett & Sons, Ltd., of Aldwych House, London, W.C.2, who are associated with Agricultural and General Engineers, Ltd., announce the appointment of the well-known London firm of Messrs. Beck & Pollitzer to act as Garrett Spare Part and Service Agents for the Southern Area. The name of Beck & Pollitzer is well-known in transport circles, their head office being at 133/7, Queen Victoria Street, London, E.C.4. At their premises, situated in Hercules Road, which is off Westminster Bridge Road, London, in a central position, they will carry a full range of Spare Parts for "Garrett" Steam Wagons, both four and six-wheel types, and these spares can be dispatched by the quickest route, direct to the customer, on receipt of a telephone message, telegram or letter. They are also in a position to undertake repair work under skilled fitters who have been trained at the Garrett works, and to send out a break-down gang in the case of accident or mishap. Messrs. Garrett & Sons' works are at Leiston, Suffolk.

Change of Title.—The Seiberling Tyre Co. (Gt. Britain), Ltd., 146-7-8, Tennant Street, Birmingham, inform us that they have changed their name to the Seiberling Tyre & Rubber Co. (Gt. Britain), Ltd., this change having been found necessary as they are now dealing in Seiberling moulded hot water bottles and Seiberling moulded bathing caps.

More R.A.C. Guides.—The Royal Automobile Club is proposing to augment considerably the number of R.A.C. Guides on the road during the coming season. The principal duties of these men are to patrol the roads in order to assist any member who may have need of their services, and to act as traffic controls at cross roads and dangerous corners. Whilst the R.A.C. Guides are primarily concerned with the welfare of R.A.C. members, actually they are of immense value to the whole of the motoring community, not only in their capacity as traffic controllers, but also in their ability and willingness to render assistance in a variety of ways.

American Experts for Russia.—In keeping with the present industrial expansion in Russia, a group of 34 skilled mechanics who are a section of about 350 men who will take charge of and instruct the Russian people in modern American manufacturing methods and high speed production, arrived in this country recently in the White Star liner, "Olympic," from New York. These experts have come from the large plants in Detroit and are en route to Stalingrad where a large tractor plant has just been built and equipped with the latest American machinery. Several other American engineers also came over by the "Olympic" and at the invitation of the Soviet Government are visiting Moscow Nijni Novgorod where the building of an automobile plant also is contemplated.

Road Vehicles—Great Britain.—A return has been issued by the Ministry of Transport giving particulars of the gross receipts from the taxation of Road Vehicles for the period from 1st December, 1929, to 28th February, 1930, and of the number of motor vehicles registered for the first time during the month of February, 1930. Copies (price 2/6d.) can be obtained from H.M. Stationery Office, Adastral House, Kingsway, W.C.2. The gross amount received in payment for licences issued during the three months ended 28th February, 1930, was £16,552,113, compared with £15,733,036 in the corresponding period of the previous year. The gross amount is subject to deductions in respect of rebates, refunds, statutory deductions, including costs of collection and administration and the proportion due to the Exchequer, under the Finance Act, 1926, from the net receipts of the taxation of motor cycles and vehicles taxed on horse power. Particulars are given of the total numbers of licences issued and surrendered during the three months to the 28th February, 1930, and of the approximate numbers of licences current on that date. The total number of motor vehicles, excluding tramcars and trade licences, was approximately 1,608,000, compared with 1,481,000 in the corresponding period of the previous year. The total number of mechanically propelled road vehicles registered for the first time in February, 1930, was 20,694, compared with 18,743 in February, 1929, the figures for the several classes being:—

	February 1930	February 1929
Cars taxed on horse power ...	11,331	10,656
Cycles	4,456	3,902
Hackney Vehicles	676	476
Goods Vehicles	3,833	3,126
Other Vehicles	398	583
	20,694	18,743

Foden Speed Six for Murrell's Wharf, Ltd.—We are interested to learn that Murrell's Wharf, Ltd., Road Transport Contractors, Upper Ground Street, Blackfriars, S.E., have just taken delivery of a new "Foden Speed Six" steam wagon, the first to be fitted with pneumatic tyres. This vehicle created a sensation at the Commercial Transport Exhibition at Olympia last November, and Murrell's Wharf, Ltd., who are great believers in steam traction, have purchased two vehicles, one fitted with Henley's Special Reinforced Tyres and the other with Goodrich Tyres. These steam wagons have a legal speed limit of 20 m.p.h. Murrell's Wharf, Ltd., are also taking delivery of two six ton trailers built by Fodens, Ltd., Sandbach, and these are fitted with similar wheels to the Foden speed six, so that all wheels are interchangeable.

Photos] LONDON-LIVERPOOL COACH SERVICE. [World's Carriers.

MISS ELLEN WILKINSON, M.P., INAUGURATING A NEW OMNIBUS SERVICE BETWEEN LONDON AND LIVERPOOL. THE COACH IS A TILLING-STEVENS AND IS OPERATED BY THE MERSEYSIDE TOURING CO., OF LIVERPOOL.

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Commer Cars Busy.—It is interesting to record that following on the reception accorded the new Commer models at Olympia last year, the volume of business resulting has so far exceeded all anticipations that to keep pace with the demand a twenty-four hour day has been found necessary in the works of Commer Cars, Ltd., of Luton, and deliveries are, of course, being considerably speeded up.

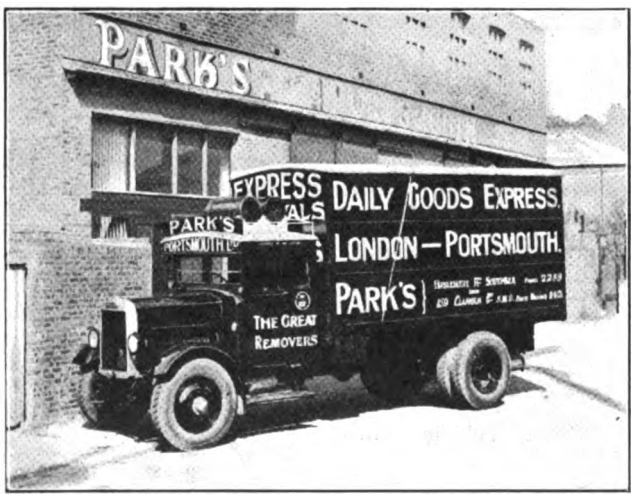
The "A.A." Gets Ready.—The longer, lighter days are here and the Automobile Association has recently laid in a stock of 1930 Road Books. These were printed at Frome in Somerset. In former years they had been brought to London by rail. This year they came by road

THE FIRST OF THE 400,000 A.A. HANDBOOKS LEAVING FOR LONDON ON A.E.C. 5 AND 6-TONNERS EMPLOYED BY H. PYE & SON, LTD.

—400,000 of them. The firm who moved this 150 tons of condensed information on roads, garages and hotels was H. Pye & Son, motor haulage contractors, Cranham Road, London, S.E.16, to-day has twenty-three lorries, and ten of them were used for the A.A. Handbook contract. They were all A.E.C. 5 and 6 tonners.

Simplified Traffic Regulation in Detroit.—A new trend in traffic regulation has been introduced in Detroit where the traffic officers at street intersections are equipped with traffic lights. Red lights are attached to the front and back of their uniform and green ones to their arms. A quarter turn by the officer suffices to stop traffic in one direction and start traffic in the other. The current is supplied from a battery which can be concealed in a pocket.

A Leyland "Buffalo" for Express Goods and Removals Service.—We illustrate the latest addition to the fleet of



A LEYLAND "BUFFALO" IN THE SERVICE OF PARK'S OF PORTSMOUTH, LTD.

vehicles owned by Park's of Portsmouth, Ltd., of Haslemere Road, Southsea. It is a Leyland "Buffalo" 6-tonner and is in service on the firm's daily express goods and removal service between London and Portsmouth.

Society of Motor Manufacturers and Traders.—The annual meeting of the Society was held on May 8th last, the President, Mr. J. Maughfling, C.A., occupying the Chair. In moving the adoption of the report, he said the Society could congratulate itself on the ever-increasing work undertaken by it on behalf of the Trade and its ever-widening interests. The representative nature of the Society and its strong financial position made possible many movements of great value to the industry. In the course of his speech he referred to the Exhibition policy of the Society, which had been a great success and drew attention to the growing attraction of the Commercial Motor Transport Exhibition, the attendances at which had increased considerably. In connection with legislation, the new Road Traffic Bill had been carefully watched by the Motor Legislation Committee, and vigorous representations had been made on behalf of all sections of the industry to the Government on the question of Motor Taxation. The new Council for the year 1930-31 was elected. A report on the finance of the Society was given by Mr. Leslie Walton, this being in a very satisfactory condition. A hearty vote of thanks to the President for his work as Chairman of the meeting was carried unanimously.

MERSEYSIDE.

Warning to Carters.—The Chief Constable of Liverpool has had his attention drawn to the risk of street accidents being caused by carters when leading their horses, not giving warning to following vehicles when turning to the right. Many Liverpool cartage contractors have, therefore, exhibited in their stables the following notice:—"To avoid accidents, carters leading their horse or horses must whenever possible, give a signal to vehicles coming up behind, of their intention when turning to the right."

Negotiations Proceed.—Negotiations are still proceeding between the Liverpool and District Conference of Transport Employers and the Liverpool and District Carters and Motormen's Union on the proposal of the employers that the existing hours and wages agreement should be amended by the insertion of an optional clause, whereby motormen may be employed upon an accumulative working week system. A mass meeting of the men was held to consider the employers proposal, but this did not lead to any conclusive decision on the application. It is expected that a conclusion will be reached some time this month.

"Safety First" Congress at Liverpool.—The city and port of Liverpool which is pre-eminent as a transport centre, has been the venue of many trade conferences in the last five or six years including those of the Institute of Transport, Municipal Tramways and Transport Association and the Institute of Public Cleansing. On 20th, 21st and 22nd May the National "Safety First" Congress will be held in the city. It is an honour to Liverpool to be the first provincial centre to be chosen for this annual conference.

Studying the Driver.—A hostelry for motor lorry drivers is being erected as an adjunct to hotel premises, at the junction of Stopgate Lane and the new East Lancashire Road, Liverpool. The owners of the building, which will be completed in about twelve months time, have shown appreciation of the need for refreshment and rest facilities for the men in charge of long distance haulage vehicles, who very often have to travel during the night hours when the roads are the least congested and snatch what sleep they can in the intervals between loads. In the hostelry referred to, there will be an annexe open day and night where drivers may obtain sleeping accommodation.

Goree Traffic.—One-way traffic has been instituted in the Goree Piazzas, Liverpool. It will be open only to north-bound traffic entering from the James Street end. Traffic proceeding from North to South will be directed by the police via The Strand. Traffic from the south for warehouses, etc., in The Strand, will be allowed to pass direct into The Strand at the James Street end, but through traffic must take Goree Piazzas.

Licences not Granted. — It may be remembered that about twelve months ago the Hackney Carriage Sub-Committee of the Liverpool Watch Committee declined to grant certain licences to the Merseyside Touring Co., Ltd., and other bus companies pending the report on city traffic problems by Sir Henry Maybury. In consequence, the Merseyside Touring Company, Ltd., lodged an appeal with the Ministry of Transport which directed an inquiry to be held. The Ministry in advising the result to the Corporation state that they do not propose to make an order on the Liverpool Corporation to grant the licences asked for.

MANCHESTER.

Mr. H. Howard Robinson.—Mr. H. Howard Robinson, A.M.Inst.T., Secretary of the Manchester Transport (Owners') Association and C.M.U.A. (Manchester Area), joint organisation, and the Manchester Committee of Road Users, has been appointed Chairman of the Transport Committee and the Parliamentary Committee of the Cheadle and Gatley Urban District Council.

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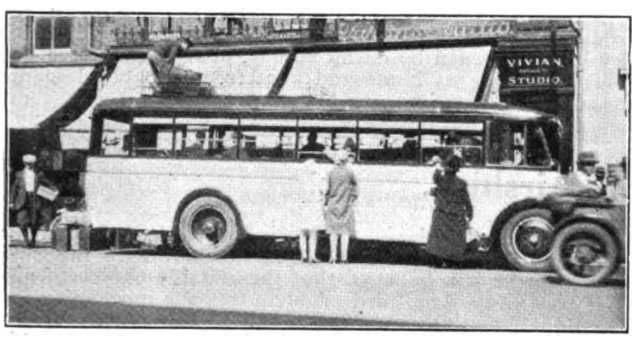
One-Way Traffic.—The one-way traffic system has just been put into operation in several streets off Deansgate, Manchester. Traffic now proceeds down King Street West from Deansgate and up Bridge Street to Deansgate. This scheme was approved some months ago at a conference between the Manchester Committee of Road Users and the Traffic Congestion Committee of the City Council.

Medical Tests for Drivers.—In future the drivers of all public vehicles plying for hire in the city must (if a recommendation of a sub-committee of the Manchester Watch Committee is approved) submit to, and pass, a medical test, in addition to the driving test which is already a condition upon which licences are granted in Manchester.

New Premises.—Messrs. Holt Bros. (Rochdale), Ltd., a firm of pioneers in motor passenger transport in that part of Lancashire where their head office is situated, are developing the furniture removals side of their business and have acquired new premises in St. Peter's Square, Manchester, which will function as a clearing house for goods in transit in and around Lancashire. Messrs. Holt have in commission six large capacity vans in addition to a number of goods haulage lorries. They also control the Yelloway Motor Services which run from Manchester.

MIDLANDS.

Coach Topics.—Quite the most interesting development in Midland transport affairs during the past month is an announcement made the other day that the business of Black and White Motorways, Ltd., of Cheltenham, had been taken over jointly by the Midland "Red" Company and the Bristol Tramways Company. These two companies control an area of local services extending from Somersetshire to Derbyshire. The Black and White



A BLACK AND WHITE MOTORWAYS COACH LOADING UP AT HEREFORD.

Motorways are among the pioneers of long distance services, their first route, London to Cheltenham, being opened in November, 1926, by Mr. G. Readings. The development gives the other two companies a strong interest in the long distance business.

Crude Oil Instead of Petrol.—Walsall Corporation has decided to build a double deck motor omnibus worked on crude oil instead of petrol. This decision has caused much interest among motor manufacturers. The vehicle is being built at a factory in Birmingham and will be ready, it is said, by next August, though the strictest secrecy is apparently being observed in the whole matter. Meanwhile other Midland authorities are considering means for providing cheaper transport.

NORTH-EAST COAST.

Freeing Tyne Bridges.—The freeing from tolls of the High Level and Redheugh Bridges, between Newcastle and Gateshead, with a view to relieving congestion across the new Tyne Bridge, continues to be the subject of negotiation with the Ministry of Transport. The High Level is the property of the L.N.E.R. (to which Newcastle Transport Committee has agreed to pay £10,000 for 15 years in lieu of tolls for its trams), while the Redheugh Bridge belongs to a private company.

Front Exit Trams. — The Newcastle-on-Tyne police authorities are advocating the abolition of front exits from tramcars, with a desire to prevent accidents, but the Chairman of the local Transport Committee, Alderman Rd. Mayne, contends that there is danger either way. He urges that people should step to the nearest footpath on alighting from the tram and there wait till the road is clear. The Gateshead Tramway Co. are unwilling to change from front exit trams, and as the services are interchangeable the matter rests there for the present.

Super Garage.—Plans have been formally passed for a great garage for United Automobile Services, Ltd., at Jesmond, Newcastle-on-Tyne.

Buses for Trams.—The once familiar green trams of the Tyneside Tramway Co., running between Newcastle, Wallsend, and North Shields, have been replaced by double-deck buses.

SOUTH WALES.

Proposed Orbital Road.—For some time past the Cardiff Corporation have contemplated a new orbital road to ease the congestion of traffic in the City, chiefly in Queen Street and Cowbridge Road, which carries the main traffic from Newport and Monmouthshire to the west, through Bridgend to Swansea. The first scheme, decided upon six months ago, from Rumney to Ely, has been abandoned, but the western part of it, to cost £186,000, has been retained. Major Sam Evans, Divisional Road Engineer of the Ministry of Transport, has taken a deep interest in the Corporation proposals and suggested that the new road should emerge in Llandaff at the east side of the Cathedral, the importance of which could be emphasised without disfigurement or injury. There is some opposition to this chiefly on account of the cost of the aqueduct that would be necessary to carry the new road over the extensive low-lying burial ground. Major Evans's line would be more expensive, and he favoured cutting across the Bishop's field on the Cardiff side of the Cathedral with a 40 ft. carriageway, and land on either side for ultimate widening to 90 ft. or 100 ft. One of the most important parts of the Cardiff scheme is a new river bridge over the Taff to connect the two important suburbs on either side of the stream. This scheme would also lead to the opening up of a new garden city on land laid out by the father of the present Marquis of Bute, with stately avenues of now majestic trees, affording a fine view of the Cathedral. Though still considering it, this scheme is likely to be adopted.

NORTHERN IRELAND.

Orders Placed. — Ten of the bodies of the fifty new tramcars required by Belfast Corporation will be built by the Ulster Motor Service Works, Belfast. The order for the remainder has gone to the Brush Electrical Co.

Motor Taxation.—In Northern Ireland the receipts from motor taxation are three times what they were in 1921. During the same period 10½ millions have been spent on road re-construction.

IRISH FREE STATE.

Modern Road Transport and Horse-Drawn Traffic in the Irish Free State.—At a sitting of the De-Rating Commission in Dublin, on April 24th, a memorandum was submitted by Mr. William Deady, of Jerpoint, Thomastown, on behalf of the farming community in the County Kilkenny. This document contained the following passage: Modern conditions of road transport have hit the farmer very hard. The roads, which are mostly maintained out of the local rates, have had to be put in a condition to bear the heavy strain of heavy motor traffic. The rates have had to be increased to bear the extra cost. The withdrawal of the horse from the roads has robbed the farmer of a very good home market, where he formerly enjoyed a good demand for middle-class horses, which were produced on the land cheaply, as also the upkeep of the horse—hay, oats and straw. These sales are now lost to him, and the income from his land is relatively lessened.

Irish Free State Revenue From Motor Vehicle Duties.—For the year ended 31st March last the total revenue derived from motor vehicles duties in the Irish Free State was £868,000. On this basis for the past year, it is now estimated that the receipts for the current year ending 31st March, 1931, will amount to £875,000. In the matter of revenue accruing from taxation, the yield every year from motor vehicles duties comes fifth in the list of receipts in the Irish Free State, the four sources of greater receipts being customs, excise, income tax, and estate duties.

The Question of Tariff on Coach Bodies Imported into the Irish Free State.—In Dail Eireann, Mr. P. S. Doyle asked the Minister for Finance whether the Tariff Commission had yet held a final public sitting on the application made on behalf of the coach building industry for the imposition of a Customs duty on coach bodies imported into the Irish Free State, and whether, having regard to the continued importation of such vehicles, and the consequent threatened closing of coach building firms in the Free State, he would take steps to expedite the issue of the final report? The Minister for Finance replied that the Tariff Commission was considering its report, which he hoped would soon be available.

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Railways and Road and Air Transport.

IN a lecture for Graduates and Students of the Institute of Transport, delivered in London on April 15th last, **Mr. R. Bell, C.B.E.,** a Vice-President of the Institute, referred to the Railway investments in Road Transport.

He said that the group railways had used the extended powers conferred upon them by the Road Transport Act of 1928, to enter into partnerships with omnibus companies covering almost the whole country. These transactions involved many thousands of buses, but the problem of securing close working between road and rail was still far from being solved. Optimistic statements appeared occasionally about co-operation having taken the place of competition and "the dangerous competitor of only a few years ago becoming a feeder to the railway." On the contrary, not only were serious inroads being made daily into short distance rail carryings, but both the railways and their associated bus companies had to decide upon a policy for meeting the competition of independent road carriers who were running long distance services between important towns. Were the railways going to imitate some of the American railroads which ran bus services paralleling their lines or were they going to resort to reduced fares and faster trains as a remedy? The railway officer, who was also a director of a bus company, was not going to find it easy to reconcile the interests of the two forms of transport. But for better or worse the railways were now in the road business and one of the first results was almost sure to be the reduction or withdrawal of services on branch lines which did not pay their working expenses.

The railways had recently agreed with "Imperial Airways" that travellers, who had been compelled to break-off an air journey, might travel by train to London without any special payment on presenting their ticket suitably endorsed by a representative of the Air Company. The railways were also prepared to act as agents for "Airways" in the combined transport of freight by air and rail, the parcels being exchanged at the principal London stations. A handbook of "Rail and Air Freight and Insurance Charges" would soon be published. This agreement might bring the day near when the railways would wish to exercise the air powers granted to them last year. The Southern Railway had actually acquired a small shareholding interest in "Airways," coupled with an understanding that any Southern Railway air services, which might be started, would be operated by the Croydon company. The arrangement might well become a precedent for the other railways to follow.

However deeply the British railways became involved in road and air transport, there seemed to be no danger of their passenger trains becoming obsolete. If they assume that each season ticket holder made 600 journeys a year, the four "Groups" carried 1,196 million people last year—nearly 14½ million more than the number carried in 1928. The whole of the increase was in third class travel.

FUTURE PROSPECTS.

At the moment prospects of fresh records in any branch of transport were not bright. The spectre of unemployment would not down. There was a world-wide depression in trade. A large tonnage of shipping was idle. The wise course was to encourage manufacturers to strive to get through the gloomy period by dint of strenuous work, strict economy, the energetic search for new methods and the careful study of the position of each industry regarded as a whole. What was true of manufacture held good of communications. There was no other way of ensuring that adequate and economically organised transport would be ready to deal with the products of the revival in trade the approach of which should be hastened by cheap money, provided that we had industrial peace at home and kept free of entanglements abroad.

Dr. Eckener on Airships.

Dr. Eckener, at a dinner given in his honour at the Athenaeum by Colonel the Master of Sempill, President of the Royal Aeronautical Society, spoke on the future development of the Airship. Dr. Eckener divided the problems which had got to be solved to place airships on a firm commercial basis into three. The first was the necessity for the use of Helium. With an experienced crew there was not the slightest danger from the use of hydrogen, but the time was rapidly coming when there would be many airships, and the crews would not have the necessary experience to ensure that complete regard for safety which was so necessary. Practically all the helium supplies came from the United States, but he thought as a result of his recent visit there that the problem of an ample supply of the gas would be solved. He had no doubt, indeed, that all future airships would be using helium and not hydrogen. Airships were an international problem and the whole organisation of airship traffic must be based on that conception. The second problem to be solved was that of suitable airports. Airports must be chosen not only for the general suitability of their positions for traffic, but so that there was a prevailing wind during most of the year, so that these ships could be taken into their hangars without the difficulty to be faced of a cross wind. He appreciated the experiments which were being carried out with mooring masts, but he still believed that the suitable choice of airports was vital. The third problem was the mechanisation of handling airships on the ground. Many keen brains were working in England, America and Germany on this problem, and when it had been solved one of the greatest difficulties of airship transport would have been conquered. He saw no possibility in the near future of transoceanic traffic for the heavier than air craft, but every possibility for the airship. The third problem he had stated was the one which, when mastered, would be of far-reaching importance to mankind, for it would definitely inaugurate the coming of the airship. There were present at the dinner:—Colonel the Master of Sempill, H.E. the German Ambassador, Herr Dieckhoff, Admiral of the Fleet Sir Charles Madden, Air Vice-Marshal Sir Sefton Brancker, Sir Godfrey Thomas, Rear Admiral Basil Brooke, Lt.-Col. V. C. Richmond, Wing Cmdr. T. R. Cave-Brown-Cave, Flt. Lt. Nixon, Mr. B. N. Wallis, Lt.-Col. M. O'Gorman, Dr. Gerald Merton, Lt.-Col. N. G. Thwaites, Mr. G. H. Thompson, Mr. David Boyle, Captain J. Laurence Pritchard.

Institute of Transport.

THE following gentlemen have recently been elected to membership of the Institute of Transport:—

MEMBERS.

Humpherey, George Edward Woods	General Manager, Imperial Airways, Ltd.
O'Keeffe, James	Manager, Limerick Steamship Co., Ltd.

ASSOCIATE MEMBERS.

Allen, William Percy, M.C.	Dock Superintendent (Middlesbrough), London & North Eastern Railway.
Barton, Charles Edward	Rolling Stock Engineer, Salford Corporation Tramways.
Drury, Richard Gray	Chief Accountant's Office, South African Railways and Harbours.
Lazenby, Williams Edward Carr	Principal Assistant to Chief Officer for Labour and Establishment, London, Midland & Scottish Railway.
Robinson, George William	General Manager, Yorkshire Traction Co., Ltd.
Stanley, Gordon Valentine	Manager, Croydon Corporation Tramways.

ASSOCIATE.

Gage, Lionel William	Transport Manager, Joseph Burton & Sons, Ltd. (Nottingham).

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British Association of Shipping and Forwarding Agents.

A MEETING of the Council of the British Association of Shipping and Forwarding Agents was held at the London Chamber of Commerce on 10th April last.

Mr. A. W. Heard (Jones, Heard & Co., Ltd., Newport, Mon.), the Chairman of the Association, presided, and was supported by Mr. M. E. Duffett (J. D. Hewett & Co., Ltd., London) and Mr. Norman N. Bird (Herbert Watson & Co., Ltd., Manchester), two of the Vice-Chairmen of the Association.

The following gentlemen were also present:—Mr. F. H. S. Rouse (American Express Co., Inc., London), the Hon. Secretary and Treasurer, Mr. J. B. Taylor (Immediate Transportation Co., Ltd., London), Mr. W. O'Brien (G. W. Sheldon & Co., Ltd., Liverpool), Mr. G. W. Robertson (Robertson, Buckley & Co., Ltd., Liverpool), Mr. J. B. Bower (F. Bower & Co., Liverpool), Mr. J. B. Ballantyne (J. B. Ballantyne & Co., London), and the Solicitor to the Association.

Apologies for inability to attend were received from Mr. W. H. Elder (W. H. Elder (Shipping), Ltd., Hull), a Vice-Chairman, Mr. F. J. Gerson (Rosenberg, Loewe & Co. (Succrs.), Ltd., London), Mr. J. O. Wood (T. F. Wood & Co., Ltd., York), Mr. A. MacCulloch (MacCulloch, McLellan & Pollok, Ltd., Glasgow), Mr. A. Faulkner (Crowe & Co. (London), Ltd., Manchester), Mr. E. W. Turvey (Nunzi & Co., Ltd., London), and Mr. W. H. James (James & Hodder, Bristol).

The minutes of the last Council meeting, held on the 17th January, 1930, were signed as correct.

The Association's Solicitor announced the progress made with regard to the incorporation of the Association. He said that the incorporation was practically a *fait accompli* and that there only remained the completion of certain legal formalities. Two advertisements had been inserted in the Press and if no public objection was raised within 14 days the matter would go through automatically.

The Solicitor was requested to proceed with his negotiations with the Board of Trade, and also to arrange for the Memorandum and Articles of Association to be re-set in type for printing in book form, the proofs of which would have to be presented for signature by members of the Council.

The Hon. Treasurer presented a statement of Accounts as at 10th April, 1930, which showed a very satisfactory financial position, and it was gratifying to note the way in which this year's subscriptions had come along. The accounts were adopted.

Humber Steamship Owners' Conference.—The Chairman reported that a deputation consisting of Mr. Duffett, Mr. Elder, Mr. Faulkner and himself met the Conference on the 5th March 1930. The Conference, however, did not see eye-to-eye with them and were not disposed to fall in with the wishes of the Association, but it was arranged to dispatch a letter to the Conference suggesting that as they could not see their way to adopt the proposal for a specific charge for Customs' entry for free goods and other services, they should consider an alternative in favour of Forwarding Agents. This letter was despatched on the 5th March and an acknowledgment received on the following day. It was considered that the matter should be left over until the Humber Steamship Owners' Conference had had adequate opportunity of meeting and discussing the matter between themselves.

International Federation of Forwarding Organisations.—Advice was received that the Annual General Meeting of this Federation would be held in Antwerp on the 5th June, 1930, and it was unanimously agreed that Mr. F. J. Gerson be asked to represent the Association at this meeting.

Calcutta Steam Trade Conference Rebates.—The attention of the Association had been drawn by a member of the London Shipping and Forwarding Agents' Conference to a printed note on the Rebate Form of the Calcutta Steam Trade Conference which stated that rebate was not allowed on "freight payable abroad, nor on private effects, passengers' baggage, etc., nor to Shipping or Forwarding Agents."

Road Traffic Bill.—A Glasgow member had drawn the attention of the Council to Clauses 52 and 57 of the Road Traffic Bill and suggested that some protest should be made by the Association against these clauses, as in his opinion they affected all Shipping and Forwarding Agents who have occasion from time to time to employ haulage contractors for the conveyance of heavy goods by road. A letter had been addressed to the London Chamber of Commerce asking what action, if any, was being taken by the Chamber in regard to the Bill, and a reply had been received that no action had been taken. The London Conference had also written to The Commercial Motor Users' Association (Inc.) on the subject and they replied to the effect that, with regard to Clause 52 (Provisions as to Extraordinary Traffic), this merely recited the existing law on the matter, and with regard to Clause 57 (Application to Scotland), this did not affect them as their organisation did not cover Scotland.

A member stated that he had made some enquiries and found that the clauses did not appear to affect the Forwarding Agent at all.

In view of the opinions expressed, it was felt that there was nothing the Association could usefully do by following the matter up, and it was decided that a reply on these lines should be made to the member who raised the point.

Trade Terms.—The Chairman reported that a copy of a brochure of "Trade Terms," Second Edition, price 10/6, had been received from the International Chamber of Commerce, and was in the hands of the Secretary, to whom application should be made if copies are required.

Competition from Steamship Owners.—The Chairman stated that the American Section of the London Conference had received a complaint with regard to certain Steamship Owners who have forwarding departments utilising information gleaned from the manifests of cargo going through in order to canvass clients' traffic, to the detriment of the Shipping and Forwarding Agent. It appeared that the matter had been pursued privately between a certain member firm and the Chairman of the American Section, and it was hoped that from the progress already made the Chairman of that Section would be successful in bringing the whole matter to a satisfactory conclusion. There was a possibility, however, of similar activities in the case of other lines, quite apart from those operating in the American trade, and it was generally agreed that the particular case in point might be allowed to develop and if brought to a successful issue the matter could be pursued in other directions with advantage.

A member reported with regard to the Association joining the North Atlantic Shippers' Conference. He had also taken the matter up with the Manchester Chamber of Commerce and found that only actual merchants and shippers were eligible for membership.

It was reported that a member of the London Conference had raised a complaint concerning the action of a certain Railway Company in canvassing traffic belonging to Forwarding Agents en route for the Continent. The matter had been taken up with an official of the Company concerned, who undertook to look very carefully into it.

A hearty vote of thanks was accorded the Chairman, who thanked the members for their attendance and support. This concluded the business of the meeting.

West African Freight Conditions.—Mr. J. H. Sharrock, the Chairman of the Liverpool Board of Elder, Dempster and Co., presiding over the annual meeting of the African Section of the Liverpool Chamber of Commerce, spoke of the unfortunate circumstances that had arisen between the West African Conference Lines and the United Africa Company. It was to be hoped, he said, that the formation of an association of independent merchants and shippers would provide a medium by which the leading merchants and shippers in the West African trade would be able to co-operate and, in conjunction with the Conference Lines, find a permanent basis for equitable trading conditions for all concerned.

Unique Ship Repair at Tyne Yard.—A unique ship reconstruction and refitment job, costing over £100,000, was carried a stage further recently at Palmers' yard, Hebburn-on-Tyne, when the bow and mid portions of an Anglo-American oil tanker were floated out of the dry dock, where the vessel has been cut in three, and the new mid portion, launched a short time ago, was floated in. The old bow portion will next be floated back into position and the three portions will then be joined up. The vessel is the Anglo-American Oil Company's "Cadillac," of 12,000 tons, one of the largest tankers afloat. The new mid portion is over 300 ft. long and 66 ft. broad and contains 4,000 tons of British steel.

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International Federation of Forwarding Organisations.

Third Congress to be held at Antwerp on June 5th.

As announced in our last issue the International Federation of Forwarding Organisations will hold its third Congress at Antwerp and Liege on June 5th next, and already it is evident that this Meeting will be a large and important one. Up to the present affiliated associations in Austria, Belgium, Denmark, Finland, Germany, Holland, Great Britain, Sweden, Norway, Czechoslovakia, Latvia and Switzerland have intimated their intention of being represented, and one may safely assume that this year's attendance will create a record. It is hoped also that delegates from France, Bulgaria, Yugoslavia and Poland will accept the invitation to be present, and will bring their friends in spite of the long distances which some will have to cover, for it cannot be too strongly emphasised that this Congress will afford a really good opportunity for members to get to know each other which is, after all, the basis of all effective associations. The Congress will undoubtedly be a great success, and a manifestation of the conviction of the delegates that the Federation has assumed a position of great importance and influence and assists the progress of each one of the associations affiliated to it.

The Congress will be faced with a long and important agenda which will contain many points of considerable interest, and it is expected that resolutions will be passed of prime importance to the forwarding trade in all parts of the world.

Questions affecting the proposed general conditions of carriage applicable to the forwarding trade; the adoption of a system of universal nomenclature for services rendered by forwarding agents; licensing conditions for the forwarding trade; the creation of a uniform insurance policy, are some of the matters to be discussed.

With regard to the election of the required number of arbitrators from the names submitted by the affiliated organisations in the various countries, it is not out of place to recall that at the Congress held in Berne an International Court of Arbitration was set up to which forwarding agents in all countries adhering to the Federation can submit their differences. The findings of this Court of Arbitration will be valid by law in most countries of Europe, and forwarding agents have, therefore, at their disposal a method of settling differences which is not only considerably expeditious, but infinitely cheaper than the usual processes of the law. A roster of members of this Court of Arbitration was constituted by the submission of names from all the affiliated associations, and the Congress at Antwerp will no doubt confirm the names of these neutral Arbitrators.

With regard to the codification of General Conditions of Carriage for all countries adhering to the Federation, the discussion during the General Meeting at Berne showed that there was unanimity, although it was felt that the aim did not appear possible of achievement in the near future. Nevertheless, the Federation was instructed to undertake preparatory work to this end and to ascertain all existing usages and conditions of carriage, and after a thorough examination to decide whether any General International Conditions could be extracted therefrom. The Associations affiliated to the Federation have been requested to send to the Federation details of the General Conditions under which forwarding agents work in the various countries. After the Meeting held in Berlin on May 9th last, the Federation sent out a draft of general transport conditions, most of which are valid in all countries and can therefore be considered as international custom. These conditions were augmented by clauses from the conditions agreed to between the German forwarding agents and traders, so that a body of conditions was thus drawn up covering all the main activities of the forwarding trade, the object being that after a lengthy period of use they may develop into recognised trade customs. Dr. C. B. Ingwerson (Nordisk Speditor-Forbund, Copenhagen) will read a paper at the coming Congress in Antwerp summing up the results of the activities in this direction. The adoption and use of these conditions would be the first step towards the establishment of uniform conditions throughout the Continent.

With regard to the establishment of a system of universal nomenclature for services rendered by forwarding agents, a Committee was entrusted by the Congress held at Berne with the task of continuing the labours in this matter. It was pointed out that the use of uniform expressions for services rendered, and a uniform method of accountancy between forwarding agents would be a further step towards rationalising the trade. The Federation sent out a questionnaire on this subject in order to collate the facts and the Secretary of the Federation, Dr. Weiss, will report to the coming Congress on this subject.

At Berlin the question was discussed of the Federation publishing a list of the members of all affiliated associations, chiefly in order to advance the idea of mutual co-operation, and Dr. de Jong, of Amsterdam, will read an interesting paper on this subject, pointing out the advantages to be gained by practising a thorough policy of co-operation. It will undoubtedly be agreed that the principle of collaboration will bring benefits to all organisations adhering to the Federation. The principle has not yet been put fully into practise as the best way of bringing about co-operation has not yet been found, and the task of the coming Congress will be to solve this problem.

The Federation has considered the question of licensing conditions for the forwarding trade, and with what regulations an individual had to comply in order to become a forwarding agent. In most countries there are merely certain formalities to be observed after complying with which a man might carry on business as a forwarding agent, without in any way proving that he knows his business properly. The Federation would like to arrange that all individuals desiring to become forwarding agents must obtain licences and would have not only to comply with certain formalities, but shall also have to prove that they possess a reasonable financial standing and really know something about the business.

The Federation has considered the question of the creation of a uniform insurance policy and asked the International Union of Marine Insurance whether it could lend its aid towards bringing about uniformity of policy conditions in cargo insurances. The reply of the Union was to the effect that it would be extremely difficult to deal with the matter on an international basis with much success, but that the matter would be considered at the General Meeting of the Union then about to be held at Vienna. At their preliminary meeting the Cargo Risks Improvement Committee took the view that at present it would be impossible to take a definite standpoint, but that the Committee should keep a close eye on the subject and the following resolution was passed unanimously:— "The 64th General Meeting of the International Union of Marine Insurance is convinced that the question of a unification of cargo insurance conditions, which previously has been discussed by the Union and to which attention has been called by the International Federation of Forwarding Organisations, deserves careful attention." The Meeting expressed the hope that the Union would be able to contribute to the solution of the problem. Since, however, for various reasons the Meeting was not in a position to adopt a definite standpoint on the main question, it was resolved that the matter be passed on to the Cargo Risks Improvement Committee for further study. At the Executive Council Meeting held on the 7th of May last, in London, Mr. A. Rinman, the President of the Union, mentioned the matter again and there was no doubt that many members approved of the proposal in principle. Mr. O. Forsblad, of Göteborg, will report on the matter at the coming Congress of the Federation.

Newcastle Quay Extensions. — The estimated capital cost of extending Newcastle Quay is £206,000, and the Government is granting £75,000 to £80,000 towards the scheme, which has now been formally sanctioned by the City Council. The scheme, which is one of several put forward to provide work for the unemployed, will enable larger vessels to be berthed at the quay, and is now being put in hand.

New Coal Staiths. — The River Wear Commissioners have sanctioned the reconstruction of three of the coal shipment staiths of the Lambton, Hetton and Joicey Collieries, Ltd., at Sunderland. The quay is being rebuilt, with a retaining wall at the rear. The cost of the scheme is to be about £20,000. Lambton, Hetton and Joicey Collieries, Ltd., ship from Sunderland about 2¼ million tons of coal annually.

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National Federation of Forwarding Agents of Belgium.

(Specially Contributed.)

"RATIONALISATION instead of Competition" is a slogan which has since the end of the Great War been forced upon Industry and Commerce with ever increasing pressure. In every country every branch of commercial activity is realising the necessity of combining into some form of corporate unity for the purpose of mutual defence and support.

Thus we have seen, in the recent past, the establishment (in such countries where they had not previously existed) of National Associations of Forwarding Agents.

One of the most recent of these bodies is the Fédération Nationale des Entrepreneurs de Transports de Belgique, with headquarters at Brussels, which, still in the early years of its existence, is showing a most gratifying activity, profitable to all transport interests no less than to its own members.

During the past twelve months the Federation is able to report a steady increase in membership and valuable work has been done in obtaining the modification or abolition of Communal or National taxation having a hampering effect on the free interchange of commodities.

The Federation has been instrumental in speeding up the remittance of paid-on charges by the Belgian National Railways, a matter of great importance to all traders.

The Federation is fortunate in having as its President Monsieur Jos. Albert de Ryckere, a gentleman with a world-wide experience in the forwarding trade and commerce in general. Its Vice-Presidents and Committee are selected from amongst the most eminent forwarding agents from the principal Belgian cities, and their names are the best guarantee of a businesslike and effective policy.

Particular interest attaches this year to the Federation in that it is acting in June as hosts to the International Federation of Forwarding Organisations, which is holding its third biennial General Meeting at Antwerp.

The British Association of Shipping and Forwarding Agents expects to be represented at this meeting, and those who are already acquainted with the genial personality of Senator de Ryckere have no doubts as to the warm welcome that is in store for them.

Port of London Authority.

THE statistics for the twelve months ended 31st March last, the Port Authority's financial year, show that London's shipping traffic is still expanding. During the twelve months 58,451,685 net reg. tons of shipping used the Port, compared with 55,404,591 net reg. tons during the twelve months previous. Thus there was the substantial increase of 3,047,094 net reg. tons.

Additional tonnage from many parts of the world was recorded; more particularly from India, China, British West Indies, Guiana, British Honduras, Africa, Baltic and North of Europe, U.S.A. and South America. More than 60 per cent. of the total shipping that enters the Port is accommodated in the docks controlled by the Port of London Authority, the balance going to river moorings, riverside manufactories and wharves.

The activity within the Port, apart from the movement of large ships, is clearly shown by the fact that during the year to the end of March last, 152,120 barges, with an estimated tonnage of 9,598,630 tons, entered and left the Port Authority's docks.

There was also an encouraging increase made in the use of the dry docks. 351 vessels with a gross tonnage of 3,422,888 tons were accommodated, compared with 298 vessels of 2,913,047 tons in 1928; an increase of 53 vessels, representing 509,841 tons.

Complete statistics of the tonnage of goods handled in the Port are not available but the figures of the goods dealt with by the Port Authority form a reliable guide to the trend of trade in the Port. These show an increase of 200,776 tons landed during the year, an advance of 9.7 per cent. Fruit and vegetables, wool, wood, paper, wines and spirits, tobacco and cigars, tea and flour were chiefly responsible for the larger total.

The exports handled by the Port Authority were larger by 11,898 tons, or 1.7 per cent.

Stocks of commodities entrusted to the Authority for warehousing totalled 1,161,856 tons in 1930, an increase of 177,053 tons compared with 1929.

All these figures indicate how the development of industry and consequent growth of population in the South of England are making new demands upon the services of the Port of London and increasing the scope of the great markets it serves.

International Maritime and Colonial Exhibition, Antwerp.

THE following are some of the exhibits in the British section of the Antwerp International, Colonial, Maritime and Flemish Art Exhibition now in progress at Antwerp and which continues until October next. Apart from the British Government's own display, there is being shown:—

Model of the River Tyne, measuring 42 feet by 9 feet, showing every detail from the mouth to above Newcastle, including 8,000 buildings, 120 cranes, 45 staiths and elevators and 188 ships. (Tyne Improvement Commission.)

Models of ships frequently seen in the Port of Antwerp. (Clan and Houston Lines.)

Portion of the deck of an Atlantic liner. (White Star Line.)

Full size models of first-class cabin de luxe and single berth cabin. (Union Castle Mail Steamship Co., Ltd.)

Full size model of the front of one of the "Royal Scot" locomotives. (London, Midland & Scottish Railway Co.)

Twenty-seven foot long working model showing methods of working cargo at the port of Accra on the Gold Coast, with African boat boys, cranes and surf boats shown in movement. (Elder Dempster Lines).

Scale working model of the ferry service between Harwich and Zeebrugge, showing shunting of waggons on board the boat. (London and North Eastern Railway and Société Belgo Anglaise des Ferry-Boats).

Electric working model of the Gladstone Docks, Liverpool, showing rise and fall of tide, opening and shutting of lock gates and movement of ships in and out of the docks at any state of the tide. (Mersey Docks & Harbour Board.)

Panoramas of the white cliffs of Dover; York Minster; Edinburgh; and Ireland. (Travel Association of Great Britain.)

Model of compartment boats for carrying coal from Yorkshire collieries to Goole—showing how they are floated on to a hoist cradle and tilted, the coal being tipped down a shoot into a waiting vessel. (Goole Harbour.)

Panorama of the Royal Victoria, Albert and King George V Docks System—the largest sheet of enclosed dock water in the world. (Port of London Authority.)

Weighing apparatus ranging from automatic weighers despatching 4,000 kilos of grain a time to delicate balances for laboratory work. (W. & T. Avery, Ltd., Birmingham.)

Exports at High Level.—At a recent meeting of the Tyne Improvement Commission, it was reported that coal and coke shipments from the Tyne during March were slightly lower as compared with March, 1929, but that for the first quarter of 1930 the total was 4,728,491 tons as compared with 4,577,081 tons last year, an increase of 151,410 tons. During the quarter 17 vessels were launched of 70,791 gross tons, as compared with 18 vessels of 58,705 tons in the corresponding period of last year.

New Deep Water Quay.—The scheme for constructing a deep water quay at Sunderland has received unanimous approval, in principle, from a joint committee representing Sunderland Corporation and the River Wear Commissioners. Estimated to cost £300,000, with £50,000 more for purchasing property, the quay should be built in two years, giving employment to between 200 and 250 men. The Government Grant is expected to be 50 per cent. of the interest only for 15 years.

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News from the Ports.

New Director for the White Star Line.—Mr. William Richard Roberts has been appointed a director of the White Star Line and the Oceanic Steam Navigation Company. Mr. Roberts, who has been Manager of the company in Liverpool since December, 1926, was formerly a director and general manager of the Leyland Line (an associated company).

Consular Changes at Liverpool.—Mr. Cyril L. F. Thiel has been appointed as Consul of the United States of America and Senor Don Nicolas Garcia Samudio as Consul-General of Colombia at Liverpool. Senor Don Samudio succeeds Dr. Payan who was held in high esteem by Liverpool shipping and forwarding agents.

Trade Lost by Labour Dispute.—Manchester shipping and forwarding agents in common with the other sections of the mercantile community, suffered by the strike last month of 3,000 dock labourers. After eight days during which time some traffic was diverted to Liverpool, the men returned to work as quietly as when they came out. It is estimated that between £8,000 and £10,000 has been lost in wages.

Better Arrivals of Cotton. — Arrivals of East Indian cotton at Manchester for the first three months of this year considerably exceed those of the corresponding period of last year. One steamer brought a cargo of 10,000 bales and another over 17,000 bales, which easily constitutes a single cargo "record" for Indian cotton.

Manchester Ship Canal Traffic.—From the Manchester Ship Canal Company we have received the monthly approximate traffic return for the month of March, which shows revenue of £106,859, a decrease of £7,844 on the corresponding month of last year. The total for the first quarter of this year was £323,704 as against £336,327 in the corresponding period of 1929, £332,509 in 1928, £346,259 in 1927, and £315,193 in 1926.

Presentation to a Retired Official of the Clyde Shipping Company.—At a meeting of the Waterford Harbour Board, Mr. G. A. Watt, District Agent of the Clyde Shipping Co., at Waterford, who has retired from the service, was presented with a gold cigarette case, suitably engraved, as a token of the high esteem in which he was held on the occasion of his leaving Waterford, where he had been for 24 years past a member of the Waterford Harbour Board. The presentation from the Board was made by the Chairman, Mr. Cassin, in very complimentary terms, and addresses in support were delivered by Mr. Austin H. Farrell, Secretary and General Manager of the Board, Mr. William Friel, Harbour Engineer, and Mr. J. A. Spencer, Vice-Chairman. Mr. Watt suitably returned thanks.

Cold Storage Warehouse at Limerick for the Limerick Steamship Co.—The cold storage accommodation, which the Harbour Board has provided at the port of Limerick, has been rented to the Limerick Steamship Co.

Attracting Business to Hull.—Active steps are being taken by the Hull Development Committee to attract new business to the port. Disappointment is felt at the fact that the scheme, of which much was heard about a year ago, for the establishment of large paper making mills, does not now seem likely to fructify. Amongst recent enquiries received by the Committee was one on behalf of American firms who desired, and were supplied with full local data as a preliminary to a discussion re sites. An important French shipping firm were given general port information, and a similar request came from a Belgian firm. Merchants in Hamburg and Antwerp were given particulars regarding fish meal and soda, and an enquiry respecting cotton seed oil and saga meal for shipment to St. John, Canada, was dealt with. Yorkshire Amalgamated Products, Ltd., Doncaster, and General Refractories, Ltd., Sheffield, are jointly interested in new works at South Cave, a short distance from Hull, for the preparation of moulding sand. These were inaugurated on May 2nd by the Lord Mayor of Hull. The quarries extend over thirty acres and contain the only known deposit in this country of red bonding sand which, with a mixture of silicia, also produced at the quarries, makes a very suitable medium for all classes of moulding, and particularly for castings of steel and iron. The firms hope successfully to compete with Belgian imports.

£15,000,000 for American Shipbuilding.—Three ocean mail contracts for operation between New York and Europe have been signed with the United States Lines calling for an expenditure on American shipbuilding of approximately 78,000,000 dollars (£15,600,000). The New York to Southampton mail contract provides for the construction of two vessels of at least 45,000 tons each, capable of a speed of 28 knots and costing 30,000,000 dollars (£6,000,000).

Southampton Docks. — Passenger movements on the North Atlantic route are now assuming very big dimensions, the predominant trend during the early part of the season being from America to Europe. The extent to which Southampton participates in this important traffic is well illustrated by the list of sailings from this port to the United States, which shows that during May there are no less than forty liners scheduled to embark passengers here for New York alone—an average of more than one sailing per day. This year the Southern Railway Company's seasonal steamship service between Southampton and Caen commences on Friday, 6th June, and will be continued until the latter part of September. The service affords holiday-makers a direct route to the heart of Normandy and one of the most beautiful regions of France. The coming of the summer months coincides with the resumption of organised rail excursions from all parts of the country to the docks, and already some thousands of sightseers have availed themselves of the facilities offered by the Southern Railway Company as dock authorities, and the shipping companies, to view some of the world's largest and most famous ships.

Hamburg-America and North German Lloyd Fusion Ratified.—A Hamburg message says that general meetings of the Hamburg-America Line and of the North German Lloyd have ratified the fusion of the two companies. The agreement recently concluded between the two companies provides for the pooling for fifty years of their interest without, however, interfering with the independence of either of them. The purpose of the merger is to reduce general costs to a minimum, to eliminate competition and to strengthen to the utmost the capabilities of German shipping in international competition. The Combine also includes the Woermann, the German East African Line, and the Hamburg—South America Companies. The total share capital of all the companies is 409,000,000 marks (£20,450,000) and the total tonnage 2,690,000.

Australian Imports Ban. List of Absolutely Prohibited Articles.—Following on the announcement by Mr. Scullin, the Federal Prime Minister, of the complete prohibition of the importation of certain luxury articles, the rationing of others, and of a 50 per cent. supertax in certain cases, the following detailed Customs Proclamation has been issued prohibiting the importation of glucose, biscuits, laundry blue, cheese, candles, confectionery, eggs, lemons, oranges, dried fruits (excepting dates and figs), liquid preserved fruits, cornflour, jams, jellies, jelly crystals and powders, lard, meat preserved in tins and air-tight containers, pork preserved by cold process, dried milk, malt milk, cocoanut and peanut butter, onions, pickles, sauces, chutney, soap and substitutes for starch, custard powders, furs, skins, partly or wholly made-up, blankets, blanketing, rugs (except floor rugs), curtains, textile blinds, tents, sails, barbed wire, cultivators (except hand-worked harrows), stump-jump ploughs, drills, reapers, threshers, harvesters, horse-drawn hay-rakes, chaff-cutters, scarifiers, petrol pumps, electric and gas cooking and heating appliances, wireless sets, headphones, bolts, nuts, nails, electric irons, plate ware (except cutlery), aluminium ware (except spoons and forks), baths, sinks, tiles, opal and sheet glass, sanitary and lavatory articles of earthenware or fireclay, glue, cement, adhesive gelatine, vinegar, cast-iron pipes and fittings, non-flexible shafting, iron and steel beams, and Portland cement. The following are rationed to the extent of 50 per cent. of last year's imports:—potable spirits, manufactured tobacco, cigars and cigarettes, snuff, and locomotives. The following commodities are similarly rationed and are liable to 50 per cent. super-tax; ale and other beers, porter, cider, spirituous perry, perfumed spirits, bay rum, wines, including unfermented grape wine, vermouth, matches and vestas.

Tyne Port Authority.—Alderman J. R. Lawson, of South Shields, has been appointed Chairman of the Tyne Port Sanitary Authority, vice the late Alderman Wm. Clough, of Gateshead, with Councillor John Barker, of Newcastle, as Vice-Chairman.

REUTERS TRADE SERVICE.—By special arrangement with Reuters Trade Service we are publishing news items from all parts of the world dealing with transport matters.

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Railway Notes and News.

Railways Act, 1921. — The Minister of Transport has recently made the Southern Railway Order, 1930, authorising the construction of a railway and the acquisition compulsorily or by agreement of lands in the Rural District of Hoo in the County of Kent by the Southern Railway Company and matters incidental thereto.

Great Western Railway Company Assists the Revival of Trade.—In continuance of the policy of assisting the revival of trade, the Great Western Railway Company have placed an order for 100 engines of the 0-6-0 Tank Class, with the following firms:—25 from Sir W. E. Armstrong Whitworth; 25, W. E. Bagwall, Ltd.; 25, Beyer Peacock & Co.; 25, North British Locomotive Co. The value of the order is said to be in excess of a quarter of a million pounds.

Paddington to Penzance. Line Doubled Throughout.—The first of the G.W.R. Schemes, sanctioned by the Government for the relief of unemployment, has just been completed. This is the doubling of the line between Scorrier and Rodruth in Cornwall, a distance of just over 1½ miles. The Company now have a double track throughout from Paddington to Penzance, a distance of 305 miles (except for a short distance over the Saltash Viaduct), and this together with the important improvements to the track now in progress at Westbury and Taunton should materially affect the working of express trains to and from Somerset, Devon and Cornwall, and especially at holiday times when trains from all parts of the country are converging on the West of England.

The Railway Barometer.—The railway traffic receipts of the four group railway companies for the first 16 weeks of 1930 compared with the same period in 1929, are as under:—

	1930 £	1929 £
Passengers, parcels, etc. ...	19,593,000	20,046,000
Merchandise, etc.	20,007,000	19,968,000
Coal, coke, etc.	11,613,000	12,021,000
	51,213,000	52,035,000

The 1929 figures include both "Good Friday" and "Easter" Weeks' traffic, whereas those for the current year are short of the "Easter" Week period.—"Railway Newsletter," May issue.

London & North Eastern Railway Magazine. — The May issue of the L. & N. E. R. Magazine contains the second instalment of Mr. A. L. Gibson's instructive paper on the L.N.E.R. Continental Services via Harwich. Another interesting article describes the Morris Track-Layer, a wonderful mechanical monster which disgorges lengths of track wholesale. Mr. Randall, King's Cross, who knows his subject well, writes on the Railways Act of 1921. There are many other interesting articles most of which are well illustrated.

Hudson Bay Railway to be Ready this Summer.—The Hon. George P. Graham, a Member of the Senate of Canada, drove the first spike for the Hudson Bay Railway, which event took place at The Pas in 1910. While arrangements have not yet been completed regarding the actual date of the ceremony, Senator Graham has been invited to drive the last spike of the road at Churchill some time this summer. In the meanwhile, tenders have been invited for the construction of a grain storage elevator at Churchill, and engineers of the Canadian National Railways declare that the line will be ready for service when required during the coming summer.

Railway Tank Wagons Required in Egypt. — The Egyptian State Railways invite tenders, closing on July 15th, for the supply of twenty ten-ton petroleum tank wagons.

Railways Propose No Increase in Rates and Fares.—The railway companies announce that in connection with the annual review of railway charges under the Railways Act, 1921, they were requested by the Railway Rates Tribunal to state whether they intended to apply for any modifications in the present charges. The following reply has been made by Mr. G. Cole Deacon, the Secretary to the Rates and Charges Committee:—"In reply to the request of the Tribunal that the railway companies should state whether they desire to propose any modifications in the existing standard and exceptional charges at the forthcoming review, I am directed by my Committee to say that, as none of the companies have attained their standard revenue, the provisions of Section 59 (4) of the Railways Act, 1921, would appear to impose upon the Tribunal the duty of making such modifications in the standard and exceptional charges as they may think necessary to enable the standard revenue to be earned. The companies will afford every assistance in their power to the tribunal in the discharge of this duty, but after a full consideration of the position and having regard to the industrial and economic conditions of the country, they are still doubtful whether a general increase of charges at the present time would result in any material improvement in their financial position. The companies do not, therefore, desire to lay any proposals before the Tribunal for a general increase of charges, but I am instructed to emphasise that this must not be taken to preclude them from bringing forward proposals for increasing charges when in their view circumstances justify such a course.

Agricultural Shows in 1930.—The L.N.E.R. Agricultural Shows Booklet for 1930 has recently been issued and may be obtained free from any L.N.E.R. Agency. This booklet contains a list of the Agricultural Shows to be held in Great Britain, lists of London and Provincial horse sales, Weekly and Fortnightly Cattle Markets and Auctions in England, Wales and Scotland, Fairs, and also rates for conveyance of live stock over the L.N.E.R. together with other information.

Officers for Central Vermont. Sir Henry Thornton Re-elected President. — Sir Henry W. Thornton, K.B.E., Chairman and President of the Canadian National Railways, has been re-elected President of the Central Vermont Railway, Inc., a subsidiary of the Canadian National, at the annual meeting held recently. Mr. George A. Gaston was also re-elected Vice-President in charge of the property. Other officers elected by the Board of Directors were:—Vice-President—S. J. Hungerford, of Montreal, who is Vice-President in Charge of Operations, Canadian National Railways. General Counsel—J. W. Redmond, of St. Albans. Comptroller—Edmund Deschenes, of St. Albans, and Clerk and Treasurer—J. B. Wood, of St. Albans. Directors elected at the stockholders meeting were:—Sir Henry W. Thornton, George A. Gaston, S. J. Hungerford, Gerard Ruel, K.C., of Montreal, R. A. C. Henry, of Montreal, J. W. Redmond, E. C. Smith, of St. Albans, J. G. Sargent, of Ludlow, Fred A. Howland, of Montpelier, H. A. Way, of Burlington, and H. J. M. Jones, of Barre. An executive committee, to be composed of Sir Henry and Messrs. Gaston and Redmond, was also elected by the directors.

Big L.N.E.R. Improvements. £1,700,000 to be Expended on Works.—The L.N.E.R. have decided to carry out a large number of works schemes under the Development (Loans, Guarantees and Grants) Act, 1929. The extensive projects, which together total to the sum of £1,700,000, include:—Stratford (Temple Mills)—new sidings; Hornsey (Ferme Park)—new sidings; Bishops Stortford—new sidings; Woodford and Hinton—new sidings; March (Whitemoor)—additional sidings and improvements to engine depot; Mexborough—loop lines and footbridge; Grimsby—dock improvements; Frodingham—new locomotive depot; Hull—sidings, storage ground and docks improvements; Manchester (Ashburys)—new goods depot; York (Northallerton)—main line widening; Bo'ness—sleeper depot; Thornton Junction—new locomotive depot; Inverkeilor—main line widening. In addition to the above new works the L.N.E.R. already have in hand the following schemes under the remission of Passenger Duty proposals on which work is at present in progress:—Romford (East Anglia)—reconstruction of station and doubling of line two miles in length; Hartlepool—additional sidings for coal traffic and the re-arrangement of working facilities. Doncaster—re-modelling of the layout of the Down Mineral Empties Yard; Grimsby (Royal Dock)—installation of electric cranes and construction of upper storey to the transit sheds on the East Side; Doncaster and Spalding—new independent lines between London and Doncaster via March and Spalding; Hull and Grimsby Docks—adaptation of coal shipping appliances for dealing with twenty ton wagons.

New Railway Tariff in Bulgaria.—The administration of the Bulgarian railways has drawn up a new tariff for passenger and goods trains which has been approved by the Minister for Railways. The new tariff, which will come into force on May 15th, has been sent to all foreign railway companies.

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Air Transport Notes.

Royal Air Force. Changes in the Higher Commands.—The Air Ministry announces the following appointments:—Air Vice-Marshal Sir John Miles Steel, K.B.E., C.B., C.M.G., now Air Officer Commanding, Wessex Bombing Area, Air Defence of Great Britain, to command the Royal Air Force in India at the end of February, 1931, vice Air Marshal Sir William Geoffrey Hanson Salmond, K.C.B., K.C.M.G., D.S.O., on the latter terminating his period of appointment. Air Vice-Marshal Edgar Rainey Ludlow-Hewitt, C.B., C.M.G., D.S.O., M.C., now Commandant of the Royal Air Force Staff College, to be Air Officer Commanding Iraq Command, in October next vice Air Vice-Marshal Sir Robert Brooke-Popham, K.C.B., C.M.G., D.S.O., A.F.C., on the latter terminating his three years' appointment. Air Commodore Philip Bennet Joubert de la Ferté, C.M.G., D.S.O., now Air Officer Commanding, No. 23 Group, Inland Area, to be Commandant of the Royal Air Force Staff College in September next.

Air Navigators Examination. Successful Candidates.—The Air Ministry announces that the following candidates have passed the examination for 2nd Class Air Navigators Licences held at the Air Ministry, on the 24th, 25th and 26th March:—Mr. P. Bailey, Flight Lieutenant L. K. Barnes, R.A.F., Mr. P. V. W. Foy, Flying Officer A. E. Hill, R.A.F., Flight Lieutenant I. W. C. MacKenzie, R.A.F.O., Flight Lieutenant M. C. Pascoe, R.A.F., Mr. P. Phillips, Miss W. E. Spooner, Miss F. M. Wood. The subjects of the examination were:—International Legislation—Form of the Earth, Maps and Charts—Meteorology—Dead Reckoning and Direction Finding W/T Navigation—The Earth's Magnetism and Compasses—Visual Signalling. To be successful, candidates were required to obtain 70 per cent. of the aggregate marks and not less than 60 per cent. in any one subject. The date of the next examination will be announced later.

Put Irish Air Routes on the Map of Europe!—At a meeting of the Institution of Civil Engineers in Ireland, held in Dublin, a paper on "Aviation and Engineering" was read by Mr. Desmond O'B. McAteer, A.R.C.S., in the course of which he said that when they considered the great amount of trade done between Ireland and Great Britain, and the number of hours spent every year travelling between the two countries, it was obvious that there was a suitable field for the employment of aviation. Cities which wished to be up-to-date must, to his mind, provide their own aerodromes, and the possession of natural aerodromes, like natural harbours, would become an asset to the country. It was high time, at all events, that they should put a few Irish air routes on the map of Europe, and Irishmen could well provide the personnel of such a scheme. Elsewhere Irishmen had built and equipped magnificent aerodromes.

Shell and the Duchess's Flight.—For the record flight of the Duchess of Bedford and her pilot, Captain C. D. Barnard, to the Cape and back, arrangements for the supply of fuel and lubricant were made by the Shell organisation, which supplied a special petrol and "Golden Shell" oil. It is a tribute to the organisation of the Shell Company that its representatives are able to produce the essential supplies at all essential points, however inaccessible, at the shortest notice.

German Flying Concession in Spain.—A Madrid message says that the Cabinet on April 15th approved the concession to Germany of the air services between Barcelona, Cadiz and Seville.

Dunlops and a Record Flight.—The aeroplane in which Captain Barnard flew back to England with the Duchess of Bedford after their record flight to Capetown is equipped with Dunlop wired type tyres and Dunlop patent disc wheels.

Handley Page Bulletin.—The April number of the *Handley Page Bulletin*, published by Messrs. Handley Page, Ltd., Cricklewood, London, N.W.2, contains some excellent photographs of the all-metal Handley Page Clive heavy general-purpose machine which is an entirely new type of Service aeroplane evolved for the Royal Air Force. In response to a number of requests, the *Handley Page Bulletin* will contain month by month pictures of all the different types of aeroplane that have been fitted with the Handley Page wing slots. Many of these photographs possess historical as well as technical interest.

Blackburn Aeroplane & Motor Co.'s Metal "Lincock" Light Single-Seater Fighter Demonstrated in Canada.—In the course of an article appearing in *The Evening Telegram*, Toronto, Canada, on March 26th, the writer says: "In one of the most thrilling exhibitions of aerial acrobatics and mock combat ever viewed by local flying men, a new British-made army fighter, the Blackburn Lincock, was demonstrated at De Havilland's field by Major Geoffrey S. O'Brien. It is the tiniest and most manœuvrable of modern fighting craft ever flown in Canada. The little silver biplane, its blunt nose pugnacious with power, and its swept-back, short wings telling of unlimited manœuvrability, looped and rolled and spun; zoomed under an imaginary foe, dived and twisted, and went up in mighty headlong climbs, in a way which made the ordinary sedate training and pleasure machines seem like road-rollers. The Blackburn Lincock is being demonstrated by the De Havilland Co. to the Royal Canadian Air Force. The same type is used to a large extent by the Royal Air Force in Britain. Its advantages, it is claimed, lie in the fact that the little single-seater is smaller than a Moth, having but a wing-spread of 23 feet, yet has a speed of 150 m.p.h., and can climb three miles into the sky in 20 minutes. Its ceiling is 19,000 feet, although it is not intended to be used for aerial combat at great altitudes. It is equipped to mount two machine guns and oxygen tanks if desired. Should the machine be adopted in Canada it will be manufactured at the De Havilland plant on Dufferin Street . . . . The engine of the Lincock is a 215 h.p. Armstrong-Siddeley "Lynx," yet its performance, owing to its size and design, is claimed to be approximately that of a 400 or 450 h.p. equipped fighting craft."

Brussels-London Air Service.—At 11.30 in the evening of April 14th, a three-engined aeroplane piloted by Cocquyt, with Air Vice-Marshal Sir Sefton Brancker and M. Van Cronbrugge, Director of Belgian Civil Aviation, on board, and carrying about 440 lbs. of mail, left the Haren Aerodrome, Brussels, for London. The flight inaugurated the Brussels-London Night Air Service.

Greater Safety in the Air. International Congress to be held in Paris.—How to improve the standards of aerial safety so as to eliminate to an even greater extent than at present the element of risk, will be the problem facing the International Congress on Aeronautical Safety which will be held in Paris in December. Preparations for the Congress were announced at a luncheon given to the foreign press in Paris recently, at which M. Henri Brunat, of the French Air Ministry, outlined the aims of the movement, which seeks to combine the results of research in the countries where aviation is principally being developed. So far, sixteen nations, including Great Britain, Canada and the United States, have given their practical support to the movement and other adhesions are in prospect.

Aeroplane Services in Canada.—Aeroplanes in the Canadian Government service for the transport of mails have flown 930,000 miles since 1927 with but one fatal accident, says a Reuters Trade Service message from Ottawa. Air mail routes are rapidly stretching out towards the complete spanning of the wide domain from the Atlantic to the Pacific. Eastern ports are already connected by regular services with the larger towns in the Maritime Provinces, Quebec and Ontario, and aerial routes with beacons for night flying now traverse the western prairies. Toronto and Montreal have been recently connected with Winnipeg, so that the Atlantic seaboard is now connected by air with the Rocky Mountains. One link alone remains for the chain across Canada to be complete, and preparations are now being made for the establishment of a service across the Rocky Mountains to the Pacific coast. The Canadian air mail services are not yet entirely self-supporting. Certain sections of the routes have yielded revenues exceeding expenses from the first, but it is believed that it will be three or four years before the air mail comes into sufficiently general use to place the whole system on a paying basis. The air mail rate is five cents a letter, or three cents more than the ordinary letter rate. In one noteworthy case the otherwise uniform five-cent letter rate does not apply. That is in the air service to Aklavik, a little town near the mouth of the MacKenzie river, within the Arctic circle, and over a thousand miles from the northernmost railway point in the western provinces. Except for the aeroplane service established during the past winter, Aklavik for several months in the year is entirely isolated from the rest of Canada and the world. The letter rate to this town is two cents.

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Law Cases.

WHAT IS PLYING FOR HIRE?

ANOTHER legal decision to be added to the many that affect the much discussed problem of what is plying for hire was given recently by a King's Bench Divisional Court, composed of the Lord Chief Justice and Justices Avory and Branson. Appellant in the case was the Town Clerk of Burnley, who successfully appealed against an order of the Burnley Justices refusing to convict Mr. Bracewill, bus and motor coach proprietor of Colne (Lancs.) and Nelson, for an offence against the Towns Police Clauses Act, 1847, viz., permitting a motor coach to ply for hire within the Borough of Burnley without a licence from the Corporation.

Mr. H. D. Roome, for the appellant, said what had happened was that the respondent, who ran a service of coaches to London from Colne through Burnley, had an office in the last named place at the premises of Messrs. Wright Bros., in Parker Lane, Burnley. There was exhibited a large notice inviting people to travel by his coaches to London. The cost of each ticket was 25/- either for Colne or Burnley to London, and the ticket entitled the buyer to travel from Colne to London. Each day the coach stopped at the Burnley office for ticket holders who had booked at least 24 hours earlier. It was contended that this was a plying for hire in Burnley, but the Justices held that the case fell within the decided legal authority of "Sales v. Lake" (1922, 1 K.B., 553) and other similar cases and refused to convict.

As a matter of fact, said Counsel, this case was the direct antithesis of "Sales v. Lake." There was no doubt that people booked seats at Wright Bros. premises, paid for their tickets there and boarded the Coach there. Respondent was informed that he would be reported for plying for hire in Burnley without a licence, but he said, "I can't help it, we have applied for a licence." He was not, however, in possession of a licence for the vehicle. The misapprehension that had arisen had come about on the question of antecedent contract.

It was argued that, as the contract was made the previous day for a journey from Colne to London, the fact that Burnley people boarded the vehicles in their own borough did not matter. The antecedent contract was from Colne to London, and it was said that if people who booked from Colne chose to wait until the vehicle reached Burnley before they boarded it, it could not be contended that the bus had plied for hire in that place.

In his submission there was a broad distinction between private hire and general service. This was in the latter category because the coach ran daily over the same route. When a vehicle was hired by an ascertained number of persons for a particular journey in pursuance of a contract made before the journey commenced that was a private hire, but immediately the bus ran daily over a regular route and stopped at all sorts of places to pick up passengers it began to adopt the appearance of a general service. It mattered not whether the fare paid was the same for a part of the distance as for the whole. There were here, in his submission, all the elements of a plying for hire in Burnley: (1) an agent with an office in Parker Lane, (2) advertisements inviting people to travel, (3) the issue of tickets, (4) the daily service and call at Burnley, and (5) the direct solicitation of Burnley people to travel. It was only a little different from the direct plying for hire where a man shouted "Come and ride on this bus." Here the vehicle came along at a specified time whether passengers were there or not, and if passengers were there it picked them up.

The Lord Chief Justice: The tickets are issued for the whole distance.

Mr. Roome: Yes, it is true, but Burnley people naturally do not go all the way to Colne to board the vehicle when it would call for them in Burnley.

Mr. Wrangham, for the respondents, said he could not deny that there was some solicitation but that took place, not on the day on which the offence of plying for hire was alleged, but at least 24 hours earlier.

The Lord Chief Justice: Is not the whole apparatus that of solicitation: (1) the regular periodical service and (2) the office in Burnley where seats might be booked?

Mr. Wrangham: What is charged in this case is that the bus was plying for hire on the Wednesday whereas on that day when it came into Burnley it was completely full with the exception of three reserved seats. If the driver had invited anybody into the vehicle he could not have found him a seat. It could not ply for hire on that day. How can you, at a particular time and place, ply for hire with a vehicle that is already full of passengers?

The Lord Chief Justice pointed out that the plying for hire on one day might have the effect of securing passengers for another day. Although the bus may have been full on the Wednesday it could ply for hire in the sense that it indicated that on the next or some other day it was available for Burnley people who might like to use it.

After hearing further argument, the Court allowed the appeal with costs.

The Lord Chief Justice said the facts of this case were not precisely the same as those in the other cases with which the Court had been concerned on the question of plying for hire. It was perfectly obvious that many minds, not deficient in ingenuity, were at work in the endeavour to see how near the line it was safe to go in these cases without actually transgressing the law.

Here it was argued that no contract was made in Burnley because the journey was from Colne to London. A great deal had been made of the case of "Sales v. Lake": indeed, during the last eight years that case had played a good part in the argument in practically every case dealing with questions of plying for hire. Mr Wrangham had not dealt particularly with that decision and His Lordship would like to say that the decision had to be regarded with reference to the particular facts which there had to be considered. It was an exceptional case and it turned upon the meaning of a Statute where, in order that the offence might be committed, it was necessary that there should be a plying for hire within the Metropolitan Police Area and in a public street, road or place within that district. The present case was not under that Statute at all. It was a case under the Police Clauses Act, 1847, and nothing in it turned on the words "street or place." The question here was whether, on this particular day, the respondent unlawfully permitted the bus to be used as a hackney carriage plying for hire within the Borough of Burnley.

There was in Burnley an office not occupied by the respondent himself but by his agent so that the difference was immaterial. These seats were booked and tickets paid for. Booked and paid for what? For a journey upon a regular daily service to London. There was solicitation of any member of the public to take tickets and if they did so they knew a bus would come along and pick them up in Burnley.

There was a definite distinction between a private hiring and one announced as connected with a daily service between specified places for the benefit of any member of the public who chose to trouble. It had been argued that there was an interval of time between the taking of the tickets and the picking up of the passengers and that, the booking having been made, all the seats were taken and there were no vacant places left. It seemed to him that such cases were immaterial. The case was on all fours with the case of "Griffin v. Grey Coaches, Ltd." (93 Justice of the Peace p. 61). If all the seats were booked in Burnley none other than Burnley people could be taken, and that seemed plain evidence that solicitation had taken place in that borough.

In the circumstances, the Justices had come to a wrong conclusion, for an offence had been committed. Nowhere was there a complete definition of "plying for hire," and it was not right to pick out a particular phrase in any one case and apply it as a proposition of universal force to the different facts in another, or other cases.

Justices Avory and Branson concurred, and the appeal was allowed with costs and the case referred back to the Justices with directions to convict the coach proprietor of an offence.

CLAIM AGAINST HAULAGE CONTRACTOR.

IN the Bow County Court, before Judge Thompson, K.C., Donald Thompson and David Thompson, both of 1a, Brockmill Road, Deptford, S.E., lorry drivers, were the plaintiffs in separate actions against Messrs. Rockman Bros., haulage contractors, of 2, Martin Street, Stratford. Donald Thompson claimed a week's wages in lieu of notice, and David Thompson claimed the balance of a week's money, and a week in lieu of notice.

Donald Thompson gave evidence, and said he was a driver and mechanic to the defendants and had been employed as such for three years. He worked until December 12th, when he fell ill through a swelling in his face. He spoke to the defendants about it, and he was told to go home, and come back when he was well. When he

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returned on January 7th, he was told there was no work for him. He had never been discharged, and he was engaged on the terms that there was to be a week's notice on either side.

Mr. Rockman said that he put the plaintiff off because he had disobeyed orders. He was instructed to take a lorry from Brixton to Stratford at a certain time, but he did not do so.

David Thompson gave evidence and said he had been employed for eight months, and was engaged as a weekly servant. During one week, he was told to stand off for the rest of the week and return on Friday for two days' money, which he did. He was then told there was no further work for him, and was paid £1 6s. 8d. for the two days he had worked.

Mr. Rockman said that the trouble with David was that he also did not obey orders. All drivers were instructed to immediately telephone to him if they had an accident or breakdown, however slight. Whilst this plaintiff was on his lorry his silencer "blew out," causing a hole, but he did not phone, so the result was that all the fitters had left the premises when he returned and the lorry could not be repaired that night. It was the practice of many haulage contractors to penalise their drivers for disobedience by putting them off for certain periods. He did not know what the law was on the subject but he could only tell them the custom in his trade. He did not know that men so put off could sue him for all their back pay.

His Honour said it was quite a clear case, as weekly notice was the terms of the engagement, and as neither plaintiff had been guilty of gross misconduct to justify instant dismissal, they were entitled to judgment for the amounts claimed, and costs.

THE RIGHT OF LIEN.

In the Bow County Court, before Judge Bairstowe, K.C., William Peters, of the Commercial Garage, 602 Commercial Road, Stepney, E., sued Mr. Wilson, of 42 Nairn Street, Poplar, E., a lorry driver, to recover £9 6s., being as to garage rent for an Austin car at 6s. a week, £6 6s., and £3 the cost of repairs to a gate knocked down by the defendant's lorry.

The defendant said that he garaged an Austin with the plaintiff, but that when he demanded it back and offered to pay what was owing, the plaintiff refused to give it up. Had he let him have it, he could have sold the car three times over. As a matter of fact the car did not belong to him. He had intended to buy it but had decided against it, and what he really wanted to do was to return it to the owner.

Judge Bairstowe expressed surprise that the plaintiff should have held the car simply on the ground that something was owing, when there had been demands for it to be given up.

Mr. Curry, Manager to the plaintiff, said that they were holding the car against garage fees due, and for the damage done to the gate.

Judge Bairstowe said it was quite clear that the plaintiff had no right to charge the defendant garage fees after he had refused the demand to give the car up, but of course there might be some garage money due.

Mr. Curry: We are keeping the car as a safeguard against the gate.

Judge Bairstowe said that the plaintiff had not shown that there was any custom of the trade regarding retaining motor cars in garages if there was an account for rent due, and no custom having been proved it was quite clear the plaintiff had no lien on the car. If the plaintiff chose to keep the car for his own protection for charges he had against the defendant for something, that might be all right, but he could not charge garage rent, and that claim must fail for the charge after the demand for return had been made.

His Honour then went minutely into the matter, and found that before the demand was made £3 6s. had become due for garage rent. He, therefore, entered judgment for the plaintiff for that amount, plus £3 for the gate, making £6 6s. in all, with costs.

THE DE-RATING ACT.
WHAT IS AN INDUSTRIAL HEREDITAMENT.

An appeal of considerable interest to owners of fleets of motor buses was heard in a King's Bench Divisional Court, composed of the Lord Chief Justice and Justices Avory and Branson, on April 15th. The Potteries Electric Traction Co., Ltd., of Stoke-on-Trent, have a fleet of 198 buses and occupy large premises, including a garage for 36 vehicles where they manufacture spare parts. The premises include machine, blacksmith, body building and woodworking shops, and the question for the Court was whether they constituted an "industrial hereditament" that, under the Rating and Valuation (Apportionment) Act, 1928—commonly known as the De-rating Act—was given the benefits of de-rating by the Act. The Assessment Committee of Stoke-on-Trent included the premises as an industrial hereditament in the draft special list and the local Revenue Officer appealed to Quarter Sessions but failed. He now appealed to the Divisional Court on the ground that the premises were not an industrial hereditament and that, on the true construction of the section, they should be excluded from the special list because they were primarily used for purpose of maintaining and reconditioning the buses and not by way of trade or purposes of gain which were the purposes of a factory and workshop within the meaning of the section of the Act.

It was argued for the Company that the premises should be regarded as a whole, and as there was carried on a manufacturing process which brought the premises within the Factory Acts they must be considered to be a factory that should be de-rated. The work carried on was the manufacture of spare parts for motor vehicles.

Giving judgment, the Lord Chief Justice said the questions mainly were whether the premises were primarily occupied for the purposes of a garage, for a motor bus company's undertaking and for the maintenance of the company's vehicles. If they were then they were not de-rated. The case could be narrowed down to a very small point. When the question was asked whether the industrial hereditament came within the Act so as to enjoy the benefit of de-rating it was not enough that it should be occupied and used as a factory or workshop; that circumstance would not avail if, in fact, the premises were primarily occupied and used for any purposes which were not those of a factory or workshop. He was satisfied that this hereditament, at all material times, was primarily used for the purposes of the omnibus company's undertaking; the running of omnibuses and the things appertaining thereto. The spare parts made upon the premises, although they were no doubt made for gain, were manufactured for the upkeep of the buses and not for sale to outside purchasers. In the circumstances, he came to the conclusion that the premises could not be put upon the special list and receive the benefits of the De-Rating Act and the appeal of the Revenue Officer would be allowed with costs.

Justices Avory and Branson concurred.

Belgium.—The Automobile Association has issued a little handbook on motoring in Belgium, which contains particulars of taxes and regulations, hotels and garages. It is issued free to A.A. members.

CONSIGN SHIPMENTS FOR NORTHERN

INDIA

TO

THE EASTERN EXPRESS Co. LTD.

Forwarding, Shipping & Clearing Agents,

KARACHI

This Advertisement is inserted to bring before Forwarding Agents and Shippers in Great Britain and abroad the name of a Firm to whom shipments for any part of India should be consigned. Every description of merchandise cleared and forwarded to consignees. C.O.Ds. collected and remitted promptly.

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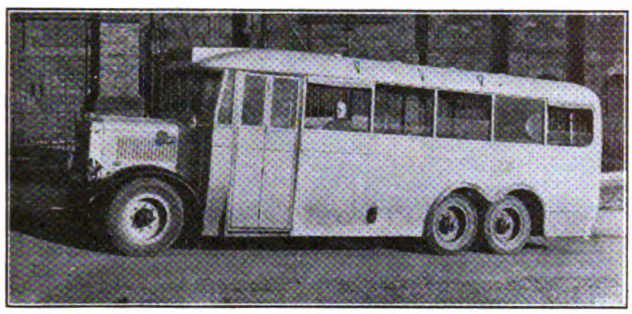
Free Wheeling for Heavy Vehicles.

THERE has lately been placed on the market by Frictionless Mastagear, Ltd., a device known as the Millam free wheel and sprag, which may be embodied in the transmission of any vehicle, light or heavy, and which permits of taking advantage of all down gradients by "coasting" and which yet provides complete safety. It has been recognised for many years past that "coasting" down hill would be an immense advantage, if it could be accomplished without danger. The Millam free wheel and sprag entirely remove this objection by providing absolute immunity from



A KARRIER SIX-WHEELED COACH FITTED WITH THE MILLAM FREE WHEEL AND SPRAG, BEING HELD ON A 1 IN 6 GRADIENT BY THE SPRAG ALONE.

loss of control, as was amply demonstrated to us recently during a 60 mile demonstration run between Newcastle-on-Tyne and Gosforth, the route selected for the return journey from Gosforth via Morpeth being of a particularly exacting nature.

Whilst the Millam patent free wheel is the property of the Frictionless Mastgear, Ltd., Saville Chambers, Saville Row, Newcastle-on-Tyne, the sole manufacturers are Sir W. G. Armstrong Whitworth & Co., Ltd., at their Scotswood Works, Newcastle-on-Tyne. This we consider is an exceedingly important point as what it practically means is that had not this pre-eminently important engineering firm been conclusively satisfied with the performance of the Millam free wheel during the severest of tests covering a long period and with the practicability of the device from purely an engineering point of view, the Millam free wheel would not have made its appearance on the British market, or, at least, not with such an assurance of success as it now has.

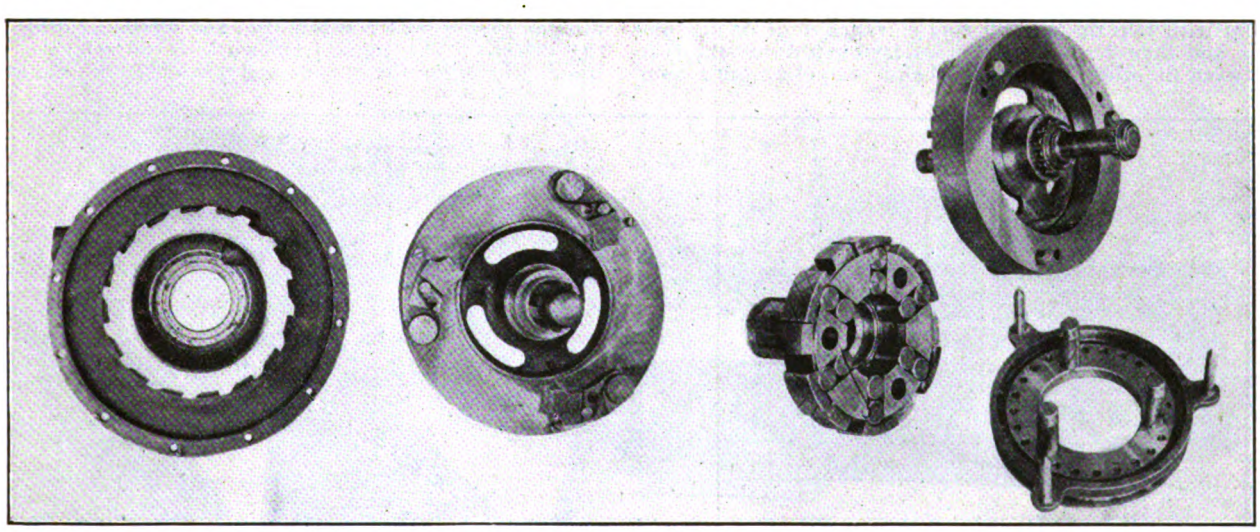
The Millam free wheel is positioned behind the gear box and becomes in fact part of the propeller shaft and taking its drive from the main shaft to which it is attached by a Hardy coupling. The driving portion of the free wheel carries six floating wedges which may be seen in the accompanying illustration. The inside face of each wedge is cut to a special curve so that when the drive of the engine is being transmitted normally to the rear axle, a pair of rollers, also seen in the photograph, force each wedge outward; it is, in fact, a form of expanding clutch. The free action comes into operation when the speed of the rear propeller shaft becomes greater than the speed of the forward propeller shaft. On accelerating the engine so that the speed of the engine is greater than that of the rear propeller shaft the drive is again taken up. The driving proportion of the wheel is enveloped in a casing which constitutes the driven unit, also shown in the illustrations, and it is on the inside face of this casing that the wedges, referred to above, lock when driving and release when free wheeling.

When desired this free wheel equipment may be locked and the drive becomes normal and the full benefit of the braking effect of the engine obtained.

The free wheel also contains a ratchet drum and a pawl plate with three pawls. This part of the mechanism takes effect when the vehicle is brought to rest on an upward gradient. Owing to its braking effect there is no necessity to apply the ordinary brakes; it is, in fact, a safety device of great value as there is no possibility of the vehicle running backward down a slope and, furthermore, it enables the vehicle to be started without the driver having to worry about the brakes, gears, accelerator and clutch, the sprag is in fact perhaps the most important feature of the device.

Another very important advantage provided by the Millam free wheel is that it is not necessary to declutch when changing gear. When a change of gear becomes necessary either up or down, the accelerator is released and the gear lever is moved to the position required and the engagement takes place smoothly. The reason for this is that the gears are not being driven by the rear wheels. When changing going up hill the engine is slowed down and the clutch tipped and then the change can be made instantly.

The weight of the free wheel adds about 1½ cwt. to the weight of a standard bus, nevertheless, as its use relieves many of the transmission units of very considerable stresses it will no doubt be possible to reduce weight in other directions and it is probable that the weight of the free wheel mechanism itself will be reduced in future models.



FROM LEFT TO RIGHT: THE RATCHET DRUM; THE PAWL PLATE SHOWING THE THREE PAWLS; THE DRIVING MEMBER SHOWING THE ROLLERS AND FLOATING WEDGES; (TOP.) THE DRIVEN MEMBER WHICH CARRIES THE SPRAG MECHANISM; THE LOCKING UNIT TO PROVIDE NORMAL DRIVE.

ADVANTAGES CLAIMED.

(1) As the engine, except in exceptional circumstances is not being used as a brake, no oil is pumped on to the top of the pistons where it is burnt producing a carbon

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deposit, a portion of which finds its way into the sump and destroys the lubricating quality of the engine oil. With the free wheel this fault does not exist and de-carbonisation is reduced to the lowest point and the oil in the crankcase retains its viscosity for a longer period. Furthermore, as for considerable periods whilst the vehicle is free-wheeling, the engine is merely ticking over and the oil in the crankchamber is kept cooler which also helps it to retain its lubricating qualities.

(2) As the clutch is used only about 1/10th as frequently as in the ordinary transmission, its wear and tear is reduced proportionately.

(3) As there is no clashing of gears when changing, the gear box lasts infinitely longer and no metal particles, as the result of gear clashing, find their way into the bearings.

(4) As, when free wheeling, 90 per cent. of the reversal strains are taken off the whole of the transmission, the tendency of the material to crystallise disappears.

(5) With the rear tyres rolling for a large percentage of the distance travelled instead of being driven, there is much less tyre wear.

(6) From trials covering a longer period, the makers state that they have found free wheeling works out at 35 per cent. to 45 per cent. of the total distance covered, which results in a petrol saving of from 10 per cent. to 20 per cent.

(7) There is an oil saving of approximately 60 per cent. the figure being the result of a trial which took place using an old Daimler four cylinder engine bus.

(8) There is a great safety factor in the fact that if the brakes of a bus descending a hill are not acting satisfactorily, there is no trouble in throwing the lever into the lower gear and coupling up the transmission, thus getting an engine brake.

(9) As the driver, except when moving from a dead stand, has not to use his clutch and knows it is not possible to clash his gears, a large proportion of the nervous strain is removed and he becomes a safer and better driver.

CONCLUSION.

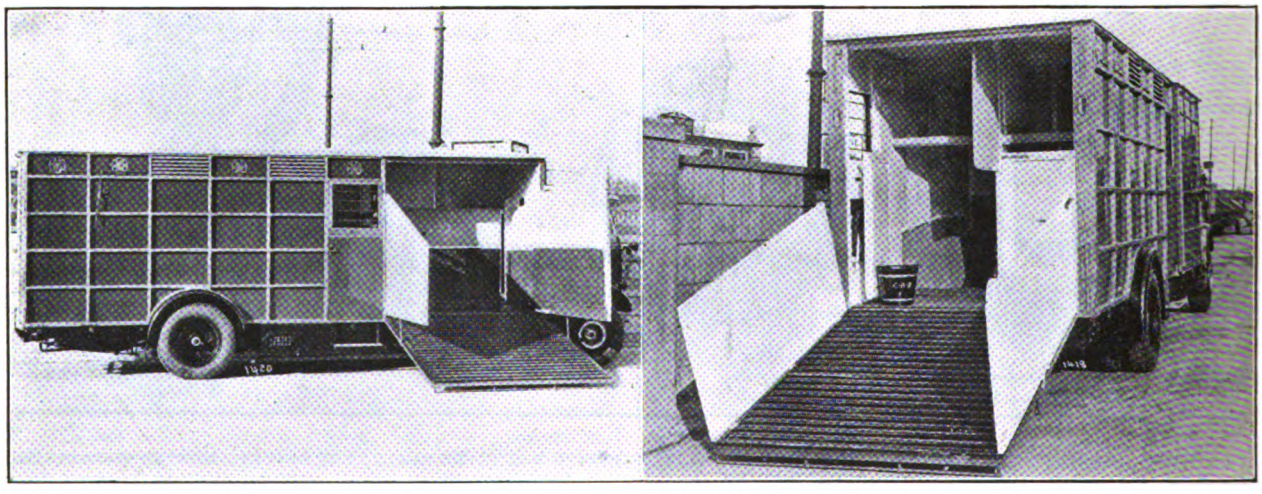
The Frictionless Mastagear, Ltd., and Sir W. G. Armstrong Whitworth & Co., Ltd., state that they were not prepared to permit anyone to see the commercial vehicle type until it has been submitted to the most severe and protracted tests. After these tests the gear was dismantled and was found to be absolutely unmarked.

The following table gives the suggested savings that will be effected by the use of this free wheel on any ordinary bus running from 900 to 1,000 miles per week:—

	Per annum £ s. d.
Petrol saving at 10% ... 1½ gal. per day this at 1/- per gal.—10/6 per week	27 0 0
Oil saving at 10% taking oil at 4/- per gal. ...	2 10 0
Decarbonising twice per annum instead of six times at 35/-	7 0 0
Engine lubrication, Clutch, Gears, Transmission shafts, Back axles, Back tyres — Saving in maintenance, say	25 0 0
Bus will last 25% longer before scrapping, therefore, depreciation will be saved. If the original cost of bus be £1,200 and would ordinarily be scrapped in four years, the depreciation—£300 per bus. An extra year's life to the bus must be worth £300 over the life of the bus now five years—per annum	60 0 0
Total saving per annum ...	£121 10 0

Strachans Horse Vans.

STRACHANS (Acton), Ltd., Wales Farm Road and Victoria Road, North Acton, London, W.3, have recently built to the order and design of Mr. A. P. Hammond, of Newmarket, a four horse box, mounted on an A.E.C. "Regal" chassis, for Captain C. Boyd Rochfort, of Newmarket. The layout of the interior is as follows:—2 stalls at front for horses facing towards rear, then a groom's compartment with two tip-up seats and entrance door on the offside and then 2 stalls for horses facing towards the rear between the wheel arches and then a second groom's compartment with two tip-up seats. The entrance and exit to and from the stalls is by way of two hinged ramps, one at the offside front and one at the rear. These are fitted with speical locking bars and are controlled by "Monarch" patent spring controllers. All interior doors, partitions, etc., are hinged in various ways to facilitate the easy entrance and exit of the horses. The sides of the stalls are covered with cocoa matting to a height of 2 ft. 6 in. from the floor and the remainder stuffed and covered with special quality canvas. Special quality sheet rubber has been substituted for the cocoa matting at the wheel arches in order to withstand the kicking. The floors of the stalls are covered with cocoa matting at the rear and special perforated rubber matting for the remainder. Metal feeding mangers are fitted to the hinged doors at the rear of the stalls. Six "Ashanco" ventilators are fitted in the roof. Just below the cant rail a series of louvre and hit-and-miss ventilators are fitted. A bell push is fitted in the groom's compartment for communication with the driver. The main framework is of ash, the side framing being on the outside and finished in natural grain.



TWO VIEWS OF THE STRACHAN FOUR HORSE BOX.

A second seat is provided in the driver's cab and there is a luggage rail on the roof. Glazing throughout is safety glass. The overall dimensions for the vehicle are:—Length 26 ft. 3 in., width 6 ft. 9¾ in. and height 9 ft. 9 in. loaded. The firm have also built a two horse box mounted on a Reo Pullman type G.E. chassis also to the order and design of Mr. A. P. Hammond, for Mr. R. C. Dawson, Whatcombe, Wantage, Berks. The general design is very similar to the four horse box. The overall dimensions are:—Length 21 ft. 10½ in., width 6 ft. 9¾ in. and overall height 9 ft. 10 in. loaded.

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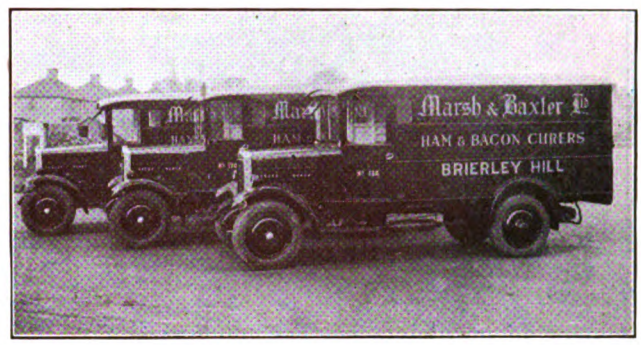
Motor Notes.

Air Compressors.—We have received a list (No. 824) from the Hamworthy Engineering Co., Ltd., Poole, Dorset, of starting compressor sets which are used for supplying compressed air to start large internal combustion engines as well as for other purposes. These compressors, it is stated, will supply air at any pressure up to 1,000 lbs. per square inch.

The A.J.S. "Pilot" Chassis.—Our photograph shows a roomy furniture van body mounted on an A.J.S. "Pilot" chassis supplied to Messrs. Sargents, of Bexhill and St. Leonards, through Messrs. Waghorns, of Bexhill-on-Sea. The coachwork is also by A. J. Stevens & Co. (1914), Ltd., Wolverhampton.

AN A.J.S. "PILOT" CHASSIS FITTED WITH FURNITURE VAN BODY.



MARSH & BAXTER'S 30-CWT. GUY VANS.

A Large Capacity Karrier.—The photograph shows a striking example of a large capacity Karrier van mounted on a rigid frame six-wheel chassis and recently delivered to Nicholas Smith's Garages Ltd., Skipton. The van has a capacity of 9 tons, an overall length of approximately 24 ft. and a body space of 18 ft. by 7 ft. The bodywork, by Ramsden's of Liversedge, Yorkshire, is of plywood reinforced metal. There are two swing doors at the rear together with a chain supported tailboard. The driver and assistants are provided with a comfortable well lighted full-width cab with spring cushions and back rests and an airvac and drop windows provide ample ventilation. Apart from the 50 gallon petrol tank fitted on the off-side the chassis is a standard production being the "KWF6" type. The engine is a four cylinder of 60/82 h.p. The wheelbase is 14 ft. 6 in., track 6 ft. 5 in., turning circle 63 ft. Dunlop tyres 42 in. by 9 in. and there is a 12 volt C.A.V. lighting set.

A KARRIER 9-TON SIX-WHEELER.

FODENS FOR DELIVERY.

A New H.F. Catalogue.—Harvey Frost & Co. Ltd. advise us that they have just published a new catalogue, which they claim illustrates and describes the most comprehensive range of garage equipment yet presented. They inform us that their object has been not so much to describe the merits of each individual item, but to give such data as is required by the garage proprietor when deciding what appliance will best suit his particular needs. The catalogue contains information regarding no less than 20 new items of garage equipment, and traders are invited to write to the Company at 148-150, Great Portland Street, London, W.1 for copies.

Guy's for Bacon Transport.—Messrs. Marsh & Baxter, the well-known bacon curers, have been operating Guy vehicles and have been sending Guy Motors Ltd., Wolverhampton, repeat orders over a long period for various types of light delivery vans. The firm have recently delivered to them the three 30 cwt. vans shown in the accompanying photograph.

The Manley-Page Garage Light.—The Service Equipment Co., Ltd., Drayton House, 30 Gordon Street and Euston Road, London, W.C.1, announce that increasing number of orders enable them to reduce the price of the Manley-Page Garage Light to 42/-.

Typical Foden Deliveries.—The accompanying group photograph was taken immediately prior to despatch of the Fodens shown. One is a standard tractor for Messrs. Bartlett Bayliss & Co. Ltd., Parkend, Gloucestershire; the second is a 6-tonner for Mr. George Hall, Builder, Aberdeen, and the third is a 6-tonner with trailer for F. & H. Cremer, Haulage Contractors of Faversham.

The Exide Convention.—The Chloride Electrical Storage Co., Ltd., of Clifton Junction, near Manchester, are holding their annual Exide Service Convention Banquet this year at the North British Hotel, Edinburgh, on Wednesday, 28th May. As is well known to our readers, the Exide service has for its object the caring for customers' batteries, and at the present moment there are few Exide battery owners in the United Kingdom who cannot find an Exide service station somewhere within easy reach of their residences. The first Exide service agent was Mr. John Roberts, of Manchester, who was appointed in 1920. By the end of that year there were 59 agents. In 1921 there were 153 and in 1922, 265. The number has continued to grow until now there are 581 Exide service agents, all of whom have been trained at Clifton Junction.

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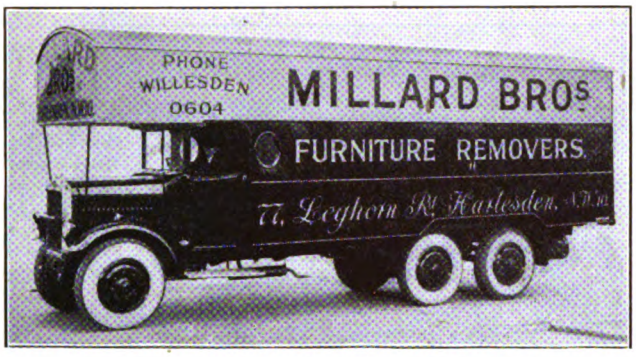
The Exide service agents, spread all over the country, are no longer left isolated. Annual conventions began to shape the separate agents into a single fellowship. Two conventions were held in 1921, one in London for agents in the south and one in Manchester for those in the north. In 1922 there were conventions at Bristol, Birmingham, Manchester and London. At these conventions technical and trading questions were discussed, but the convention did not become an important annual affair until it was centred for the first time at Leamington in 1923. It was at Hendon in 1924 that the conventions began to take a more social aspect and to last for several days, and the firm holds that these conventions create a better *esprit de corps* which is all to the good of the service.

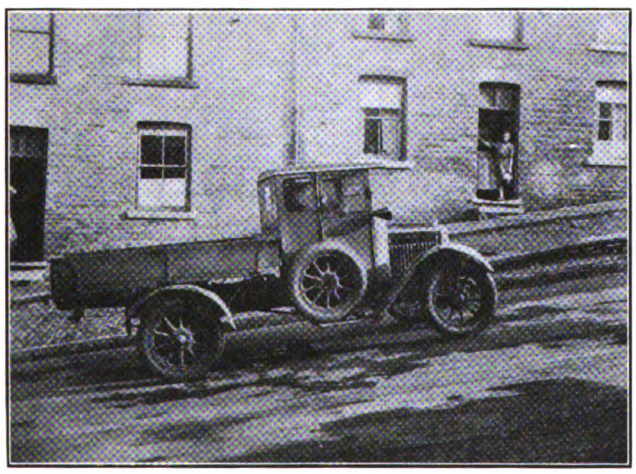
A Bean Pantechnicon.—The illustration shows a Bean model XIV. chassis with six-wheel extension recently



THE BEAN PANTECHNICON REFERRED TO IN TEXT.

supplied by the commercial vehicle department of Pass & Joyce Ltd., 4a, Cambridge Street, Edgware Road, London, W.2, the London distributors. The dimensions of this useful furniture van body are 17 ft. 8 in., behind the driver, by 8 ft. 6 in. in the centre of the body and 7 ft. wide. Further useful space is provided over the driver's cab.

A Morris Commercial in the Coal Trade.—Morris Commercial Cars Ltd., Soho, Birmingham, have received an interesting letter from Mr. T. Miller of Toronto, Bishop Auckland, as follows:—"I have had one of your ton lorries for over two years. During the whole of this

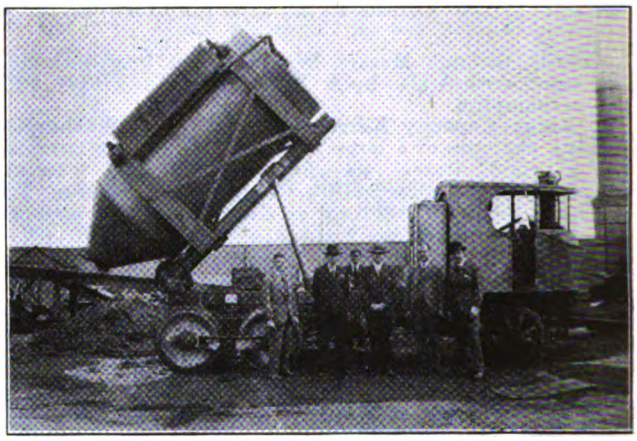


THE MORRIS-COMMERCIAL REFERRED TO IN TEXT.

period, this machine has been carrying coal in the Bishop Auckland area. I roughly estimate the mileage at 100,000 miles, running on an average 14-15 hours per day. To any one who knows South Durham at all, when we mention that the lorry takes loads from Frosterley to Middleton-in-Teesdale, and on some days of the week it goes hourly up Newton Cap Bank, it will give them some idea of the terrific strain there is on this machine. I have been more than satisfied with the performance of this little machine, which was supplied by your agents—Messrs. Motor Supplies (Auckland) Ltd., Bishop Auckland. Owing to the remarkable distance this has done and the slight cost of repairs, and I now have more experience of cars than when I first bought this machine, I can only congratulate you on having turned out such a wonderful job. As I have no connection with the trade, you are at liberty to use this letter if you wish."

The A.E.A. and Register of the Motor Trade.—Arrangements have been made for the names of members of the Automobile Electrical Association to be entered in the new edition of The Register of the Motor Trade which is now in process of revision by The Society of Motor Manufacturers and Traders Ltd. The entries will be distinctive in that they will emphasize the fact that the concern named specialises in automobile electrical service. As the revision is now proceeding, it will be appreciated that early application for membership of the Association is advisable. A neat badge of membership has been designed and blocks are available for use in notepaper headings.

A New Use for the Sentinel.—The Sentinel Waggon Works, Ltd., Shrewsbury, are supplying to the order of the British Steel Piling Company, of Parliament Street, London, S.W.1, a Sentinel double geared rigid six-wheeler, end tipping model chassis, on which is mounted a five cubic yard transit concrete mixer, a photograph of which we reproduce. This Sentinel D.G.6. will be the first vehicle to be used in this country for mixing concrete in transit. This system of delivering ready mixed concrete to sites of works has not yet been attempted in this country; in America, however, it is developing satisfactorily though actual mixing in transit is comparatively new, but it appears to us to have considerable advantages.



THE SENTINEL D.G.6. STEAM WAGGON FITTED WITH THE TRANSIT CONCRETE MIXER.

Its development should be watched carefully as it may result in the opening up of a new field for haulage contractors and others. The correct proportions of cement, sand and aggregate are placed in the mixer at the depot, and during the journey to the site of works the mixer drum is caused to revolve and, a few minutes before reaching the terminal, the correct quantity of water is admitted and the batch is ready for delivery properly mixed on arrival.

As Regular as Clock-Work.—The following is taken from the Buglawton correspondent's notes in a recent issue of the "Congleton Chronicle":—"I understand that the familiar steam wagon which carries coal to the Silver-Springs Bleaching Company at Timbersbrook, is under repair and, therefore, those who are accustomed to using its passing as a kind of clock, so little did it vary in its journeying, are at a loss to judge the time of day? The wagon in question is a "Foden" which was supplied four years ago, its predecessor (also a "Foden") having then completed twenty-four years service for the same Company.

Large Order for Electric Battery Trucks.—The Railway Express Agency of New York has recently placed orders for a notable addition of 50 trucks to its already large fleet of electric vehicles. The battery selected is the Exide-Ironclad, a type which is manufactured in England by The Chloride Electrical Storage Co., Ltd., and in addition to the 50 new trucks, a further 39 spare batteries have been requisitioned.

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Roads Improvement Association.

Forty-Third Annual General Meeting.

Sir Arthur Stanley, G.B.E., presided at the 43rd Annual General Meeting of the Roads Improvement Association held at the Institution of Civil Engineers, Westminster, on April 30th last. He was supported by Sir Edward Iliffe, C.B.E., Mr. W. Rees Jeffreys, Major Walter Elliot, M.C., M.P., Major Lloyd George, M.P., Viscount Elmley, M.P., Mr. D. J. Vaughan, M.P., Mr. F. Llewellyn Jones, M.P., Mr. S. March, M.P., Mr. G Dallas, M.P., Mr. John Brodie, M.Inst.C.E., Mr. J. S. Killick, M.Inst.C.E., Col. R. E. Crompton, C.B., Brig.-General E. G. Wace, D.S.O., Brig.-General M. Mowat, M.Inst.C.E. and Mr. George Mitchell.

Opening the proceedings Sir Arthur Stanley said that in spite of intensive work by the various "Safety First" organisations—with whom the Roads Improvement Association co-operated to the fullest extent possible—the number of road accidents in 1929 showed an increase over 1928. Actually 6,696 people were killed and 170,889 injured in road accidents. These were appalling figures and if not the fundamental cause at all events the principal cause was unquestionably lack of sufficient road space.

More and more vehicles were coming on to our roads and circulating upon a continually wider scale—there were considerably more motor vehicles per mile of road in England and Wales than in any other country. Actually the figures were 11 in England and Wales against 7.4 in the U.S.A.

The efforts of the R.I.A. to obtain adequate road accommodation needed every possible assistance.

Mr. W. Rees Jeffreys, the Chairman of the Association, in moving the adoption of the Annual Report said that the pressing problem of the immediate present was how to get some of the unemployed to work on the roads? The country required its roads and bridges modernised. More road space had to be provided to accommodate the increasing traffic. The Government were prepared to find money for road work. The Ministry of Transport had sanctioned a huge programme of work and were prepared to find from 50 per cent to 80 per cent. of the cost. But the work did not get going. There was 30 million pounds worth of work which could have been started in September, but it was not started. There was 40 million pounds worth of work that could be started now taking a large number of men off the unemployed list, but it was not started. The reason was that the highway authorities and the Government were not pulling together. The Government sought to work through local authorities, but had not been able to induce the highway authorities generally to accelerate appreciably their road programmes.

The Minister of Transport addressing the County Councils Association on 26 March, 1930, said that he was not satisfied with the speed with which actual operations were being commenced, and he urged them to put into operation the large number of road schemes already agreed, and to press on negotiations with other schemes. He warned them that the time was coming when the exceptional measure of State assistance would be withdrawn, and of the dangers to local government if it did not function efficiently.

The Minister's speech had not had much effect.

What had now to be done? He would shortly outline three policies open to the Government.

Making Arterial Roads a National Service.

The heroic policy was for the Government to take control of the main roads of the country into their own hands. Should the Government make the construction, improvement and maintenance of arterial roads and bridges a national service? The Government were already paying considerably more than half the cost of maintaining and improving the main and secondary roads. It was only a step further for them to do as the Governments of France, Belgium and other continental countries had done and institute a National Road Department. It was an heroic policy, and there was something to be said for it. There was much to be said against it. The practical objection was that it would mean such revolution that it could not be brought into operation this year, and it was this year that we wanted to see 50,000 more men employed upon the roads and an expenditure of between 10 and 15 millions on new road and bridge construction over and above normal works of maintenance and local improvements.

Power for the Government to Act in Default.

The second policy was that the Ministry of Transport should obtain Parliamentary powers to act in default. If any county council, or other highway authority, was unwilling or unable to proceed with work which was of national importance, the Ministry of Transport should step in and do the work itself. The Ministry of Transport should be given powers to appoint some other person or authority to do the work and charge the defaulting authority with its proper share of the cost.

To Build New Roads.

The third course was that the Government could point out to the local authorities that the maintenance and improvement of existing roads was a local government service, and that the Government had offered them unprecedented financial assistance to enable them to get on with it. They were not getting on fast enough to meet the demands of the public and, therefore, the Government proposed to use the powers Parliament had given them to build and maintain new roads, and intended to take further powers to enable them to deal with five problems at one time—problems which the local authorities were unable themselves to solve, viz.:—(1) Providing sufficient road space for the increasing traffic. (2) Checking the ribbon development which is spoiling the country and making hideous the new roads that have been built. (3) Providing parkways and open spaces to conserve the amenities of the arterial roads. (4) Planning sites for satellite cities. (5) Creating fresh rateable values.

These various policies the Roads Improvement Association proposed to discuss with the All-Parties Parliamentary Committee of the House of Commons. This Committee had already done useful work and the R.I.A. was closely associated with it. It would, he thought, be of very great use.

Major Walter Elliot, M.C., M.P., Chairman of the All-Parties Roads and Bridges Committee of the House of Commons, said that the suggestions submitted by Mr. Rees Jeffreys were of the utmost importance and certainly would be very closely examined by him and his colleagues. Parliament had made very considerable changes in the administration of the roads by the Local Government Act, and some of the delay in carrying out road works at the present time was, no doubt, due to this legislation. Nevertheless there was an urgent need for considerable acceleration in road development.

Major Elliot's remarks were endorsed by **Major Lloyd George, M.P.** He said it was common knowledge that we were much behind in our road development, and it was to the advantage of this country that we should pursue a policy of road development on a much larger scale.

Mr. D. J. Vaughan, M.P., said that in his capacity of Hon. Secretary to the Roads and Bridges Committee he found that the general development of roads was a question that had the sympathy of the members of all parties, and he felt sure that with the assistance of the R.I.A. they would soon make headway with this vital question.

Sir Edward Iliffe said that roads were indeed a vital public service. It could not be too often reiterated that every month 20,000 new cars come on to our roads, and they all needed road space for safe and comfortable travel —each owner paid a substantial tax which was ample, if properly used, to provide him with the road accommodation needed.

Mr. George Mitchell, Chairman of the Propaganda Committee of the R.I.A., said that no one realised more than he the need for a well-lined purse if the propaganda work of the Association was to be carried on efficiently and effectively. He hoped that all interested in the roads would help the Association to get an annual income of £5,000.

Salford Horse Parade.—Salford's annual parade of heavy horses and tradesmen's turnouts will take place on Saturday, 24th May. The Shire Horse Society will again offer medals for the best horses of Shire type. In the trade exhibit classes, entries have already been received from many large firms in the district.

Bus Re-organisation. — Another bus re-organisation in Northumberland and Durham involves the disappearance of the "Eastern" bus services previously run by the L.N.E.R., which are being continued by the Northern General Transport Co., Ltd., and United Automobile Services, Ltd. (with both of which the L.N.E.R. is associated financially).

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County Court Judgments.

THE following returns from the Registry of County Courts' Judgments, Whitehall, have been received relating to judgments entered up in the respective County Courts of England and Wales. Publication does not imply inability to pay. Many judgments may have been settled between the parties or paid. Judgments settled otherwise than through the Court may appear unless "satisfaction" is entered up within twenty-one days from judgment or allocatur. Registered judgments are not necessarily for debts. They may be for damages or otherwise, they may relate to actions *bona fide* contested between the parties, or they may be against defendants, liable in a representative capacity, and not personally; but no distinction is made on the register. Judgments are not returned to registry if satisfied in Court books within twenty-one days.

Burndred Bros., Wright Street, Butt Lane, Staffs., haulage contractor. £38/7/0. January 22nd.

Chas. Walklate, Frederick Street, Barrow Hill, Longton, Staffs., haulage contractor. £29/8/11. January 24th.

D. Roberts, St. Ives, Baring Road, Beaconsfield, Bucks. (Tdg. as Frank Roberts & Co.), haulier. £59/0/10. January 31st.

A. G. Hampton, The Bungalow, Setley, Brockenhurst, Hants., hire carter. £76/8/10. February 3rd.

Joseph Barnes (plaintiff), Butlers Lane, Hatton, Middlesex, haulage contractor. £70/1/1. (Counterclaim and costs.) January 6th.

E. J. Mylon, Merrimans, Hayes, Middlesex, haulage contractor. £50/0/11. January 28th.

Ben Ring, 13 Hampstead Street, Camden Road, London, N.W., furniture remover. £20/18/11. January 29th.

Sarah Stevens, 421 Hackney Road, London, E., horse and motor haulage contractor. £22/10/2. December 13th.

Jas. Leonard Dilley, Church Street, Corby, Northants., carter. £55/9/1. January 14th.

W. E. Rowley, 29 Two Ball Lonnen, Newcastle-on-Tyne, haulage contractor. £65/4/8. January 29th.

Geo. Rutherford, 5 Waterloo Street, Newcastle-on-Tyne. (Tdg. as A. & R. Rutherford), haulage contractor. £104/16/6. January 21st.

A. W. Thompson, The Bungalow, Alltami, Near Mold, Flint, haulage contractor. £31/6/1. October 16th.

Sanderson, 5 Rium Terr., West Hartlepool, Durham, carting contractor. £43/5/2. February 5th.

Edwd. S. Kippling, 89 Arragon Road, East Ham, London, E., haulage contractor. £25/2/3. February 5th.

W. Chamberlain, Orchard Farm, Mangotsfield, Glos., haulier. £29/16/10. January 30th.

Jas. Dew Nash, Whitecroft, Nr. Lydney, Glos., transport contractor. £28/7/6. January 22nd.

Geo. Croft, Crofton Park Road, Marton, Blackpool, haulage contractor. £63/2/10. February 1st.

J. W. James, 29 Roberts Avenue, Newcastle, Staffs., haulage contractor. £62/7/3. February 4th.

D. S. Stevens, Deepfields Wharf, Nr. Bilston, Staffs., haulier and contractor. £25/6/7. January 27th.

B. Leggett, Woolpit, Suffolk, haulage contractor. £83/2/7. January 14th.

W. A. Jeffries, 28a Digbeth, Birmingham, haulier. £51/5/11. December 12th.

H. King, 15 Lime Grove, Miles Street, Bordesley, Warwickshire, carrier. £31/1/4. January 28th.

Jno. S. Brooks, Muslin Hall, Thongsbridge, Huddersfield, haulage contractor. £31/15/3. January 17th.

Geo. Robt. Smithson, Castle Street, Spofforth, Yorks., master carter. £31/19/10. February 7th.

Radbourne Bros., Easton, Nr. Newbury, Berks., haulage contractors. £41/11/0. February 6th.

E. T. Hughes, 3 Chapel Place, Runcorn, Ches., haulage contractor. £36/16/1. February 7th.

Jno. Pollard, Warburton La., Partington, Ches., haulage contractor. £27/12/6. January 13th.

Uren & Newman, Goosbean Mills, Truro, Cornwall, haulage contractors. £26/9/3. February 3rd.

Alf. Beverley Tetley, 57 Prescot Street, Liverpool, motor haulage contractor. £23/5/8. February 13th.

Joseph Large, 54 Queen's Road, Leicester, haulage contractor. £27/12/6. February 5th.

A. J. Goodman, 40 Glaskin Road, Hackney, London, E., motor haulage contractor. £28/3/8. February 13th.

C. H. Greenhouse, Room 511, Abbey House, 8 Victoria Street, London, S.W., haulage contractor. £30/8/0. February 10th.

Fredk. Doel, 90 Lambeth Road, London, S.E., carman. £39/12/3. February 10th.

The Gazette.

Dissolutions of Partnership.

VERNON EDDOWES and JOSEPH LINCOLN HOLLINS, the younger, trading as Eddowes & Hollins, haulage contractors, Sandon Road, Meir, Stoke-on-Trent. 14th February, 1930. All debts by Vernon Eddowes, who will continue.

ERNEST BUTTERFIELD, MAURICE FOWLDS, and FRANK HODKIN, trading as The Thwaites Motor Haulage Co., haulage contractors, Thwaites, Keighley, Yorkshire. 31st December, 1929.

The Bankruptcy Acts, 1914 and 1926. Bankruptcy Proceedings.

WALTER ERNEST PARKER, "Riversdale," Rowlands Gill, Durham, trading as the Kepwick Haulage Co., haulage contractor. Receiving order and order of adjudication, February 27th.

THOMAS JEPSON, Radley Common, Houghton Green, near Warrington, Lancs., haulage contractor, etc. Receiving order and order of adjudication, February 28th.

WILLIAM JAMES HENRY HOROBIN, the younger, Park Lane, Two Dales, Darley Dale, Derbyshire, haulage contractor, formerly trading with another. Receiving order and order of adjudication, March 5th.

HORACE LESTER, Swain's Park, Overseal, Derbyshire, carter. Receiving order and order of adjudication, March 13th. Public examination April 30th, at Burton on Trent.

ARTHUR FRANCIS YOUNG, trading as Frank Young, 1, Birkbeck Road, Ilford, Essex, motor haulage contractor. Receiving order and order of adjudication, March 13th. Public examination May 7th, at Chelmsford.

JOHN WOOLLAM, Marsh Lane Garage, Preston, Lancs., haulage contractor. Receiving order and order of adjudication, March 12th.

DAVID FULFORD, 100, Brackley Street, Farnworth, Lancs., haulage contractor. Receiving order and order of adjudication, March 17th. Public examination May 6th, at Bolton.

ERNEST STANSFIELD, 52, Lily Street, Heaton Road, also 66, Longside Lane, both Bradford, trading as "Stansfield & Co.," haulage contractor. Receiving order and order of adjudication, March 18th. Public examination April 29th, at Bradford.

GEORGE PADFIELD, 5, Heol Glan-yr-Afon, Cymmer, Port Talbot, Glam., haulier. Receiving order and order of adjudication, March 17th. Public examination, April 29th, at Neath.

GEORGE WILKINSON PRIESTNER, 19, Britannia Road, Sale, Cheshire, carter. Receiving order, March 20th. Order of adjudication, March 21st. Public examination May 23rd, at Manchester.

GILBERT SHAW, 15, Armley Road, Sheffield, carting contractor. Receiving order and order of adjudication, March 28th.

ALBERT HUNT, 39, Richmond Road, Six Bells, Abertillery, Mon., haulage contractor. Receiving order and order of adjudication, March 29th.

Notices of Intended Dividend.

HERBERT BENJAMIN HAWKER (separate estate), 9, Sydenham Road, Cotham, Bristol, lately trading in co-partnership, haulage contractor. No. 36 of 1929. Claims to Herbert Ashton, 26, Baldwin Street, Bristol. Official Receiver.

JOHN STEPHEN HAWKER (separate estate), 88, Maple Road, Longmead Avenue, Bristol, lately trading in co-partnership at 9, Sydenham Road, Cotham, Bristol, haulage contractor. No. 36 of 1929. Claims to Herbert Ashton, 26, Baldwin Street, Bristol. Official Receiver.

WALTER FRED LAUGHTON, Carr Lane, Gainsborough, Lincs., carting contractor, etc. No. 50 of 1928. Claims to Charles Francis Wheeldon, 16, Market Street, Gainsborough.

ELI WEST, trading as E. West & Son, 5, Brentwood Road, Blackmore, Essex, haulage contractor. No. 3 of 1929. Claims to Alan Haston Hadden, 24, Old Square, Lincoln's Inn, London, W.C.2.

GEORGE BEND, 16, Hawthorn Road, Hale, Cheshire, general carrier. No. 93 of 1929. Claims to Frederick Murgatroid, Byrom Street, Manchester. Senior Official Receiver.

WILLIAM SIMPSON, 27, Vine Street, Norton, Malton, Yorks, haulage contractor. No. 37 of 1929. Claims to Donald Sween Mackay, 48, Westborough, Scarborough. Official Receiver.

HORACE GEORGE TILL and JOHN STEPHEN TILL, trading as J. Till and Sons, 10, Garrick Street, Gravesend, Kent, haulage contractors. No. 23 of 1928. Claims to John Langman Poland, 280a, High Street, Rochester. Official Receiver.

Notices of Dividend.

JOHN EDWARD ELVY, deceased, lately 9, Maidstone Road, Rochester, Commercial Road, Strood, Rochester, and Canal Road, Strood, Rochester, Kent, late cartage contractor. No. 7 of 1929. First and final of 5/7½d. in the £, payable at Trustee's Offices, 62, High Street, Rochester.

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New Companies.

Surrey Film Transport Company, Ltd. (246,780).—Private company. Registered March 24th. Capital £300 in £1 shares. Objects: To carry on the business of road transport contractors, agents, garage proprietors, dealers in cinematograph apparatus, etc. The directors are: W. F. Pettie, (permanent), J. Farmer. Registered office: 55, Camberwell Road, S.E.

E. Wades Transport Co., Ltd. (246,760).—Private company. Registered March 24th. Capital £500 in £1 shares. Objects: To carry on the business of cartage and motor contractors formerly carried on by E. P. Wade, as E. Wade, at 7, Garnham Street, Stoke Newington, N.16. The directors are: E. P. Wade, (chairman and permanent director) W. Wade, W. Harris. Registered office: 29, High Street, Whitechapel, E.1.

Duigenans, Ltd. (246,822).—Private company. Registered March 26th. Capital £1,000 in £1 shares. Objects: To carry on the business of proprietors and letters on hire of motor omnibuses, coaches, chars-a-banc, cars, cabs, lorries, vans and other vehicles, etc. The directors are: E. V. Duigenan, Miss Hilda Hibbert.

Deptford Wharfage & Discharging Company, Ltd. (246,821).—Private company. Registered March 26th. Capital £10,000 in £1 shares. (5,000 "A" and 5,000 "B"). Objects: To carry on business as proprietors of wharves, jetties, piers, warehouses and stores, wharfingers, warehousemen, cartage contractors, dealers in sand, ballast, excavations, rubbish, ashes, clinker refuse and other materials, etc. The directors are: H. Cooper, H. L. Collard, J. Charrington, Junior, J. R. Kelly. Registered office: 16, Mark Lane, E.C.3.

Removal Services, Ltd. (246,911).—Private company. Registered March 28th. Capital £1,000 in £1 shares. Objects: To carry on the business of furniture and general removal contractors, furniture warehousemen and depository proprietors, haulage contractors, general carriers by road, rail, air or water, etc. The permanent directors are: T. G. Richardson, L. R. Turnbull, T. E. Pickersgill. Secretary: F. S. Turnbull.

East Midland Motor Services, Limited was registered as a "public" company on March 28th, with a nominal capital of £150,000 in £1 shares. The objects are: To acquire the business formerly carried on by East Midland Motor Services, Ltd, and now by the London Midland and Scottish Railway Company and the London and North Eastern Railway Company, and to carry on the business of engineers, manufacturers and proprietors of omnibuses, tramways, railways, light railways, piers, motor cars, steam and motor boats, aeroplanes, airships, vans, wagons, cabs, carriages, cycles, and other vehicles, store and garage keepers, carriers by land, sea or air of passengers and goods, forwarding agents, bonded carmen and general traders, electrical, mechanical and chemical engineers, electricians, founders, manufacturers of electrical apparatus, hotel keepers, etc. The first directors (to number not less than 3 nor more than 8) are to be appointed by the subscribers. The file number is 246,920.

Main Lines, Ltd. (246,939).—Private company. Registered March 29th. Capital £100 in £1 shares. Objects: To carry on the business of motor coach, carriage, taxicab, omnibus and other public or private conveyance proprietors, hauliers and transport contractors, etc. The directors are: C. M. Cooper, C. W. Norris, A.M.Inst.T. Registered office: Anglesea Road, Surbiton, Surrey.

G. W. Hetherington & Co., Ltd. (246,983).—Private company. Registered March 31st. Capital £5,000 in £1 shares. Objects: To carry on the business of omnibus proprietors, formerly carried on by G. W. Hetherington, at Coundon, Durham, and that of motor engineers, char-a-banc and garage proprietors, etc. The first directors (to number not less than 2 nor more than 5) are G. W. Hetherington, (permanent managing director), Mrs. Amy A. Hetherington. Secretary: Doris G. Hetherington. Registered office: Cleveland View Garage, Coundon, Co., Durham.

Wynfords, Ltd. (247,007).—Private company. Registered March 31st. Capital £250 in £1 shares. Objects: To carry on the business of barge owners, lightermen, warehousemen, wharfingers, etc. The permanent directors are: R. E. H. F. Wilkie, H. Stoker. Registered office: 9, Goldsmith Street, Cheapside, E.C.3.

Alexander Frew & Son, Ltd. (15,901).—Private company. Registered in Edinburgh on April 1st. Capital £3,000 in £1 shares. Objects: To carry on the business of proprietors of motor cabs, coaches, omnibuses, hearses, launches, boats, flying machines, etc. The directors are: A. Frew, J. H. Frew.

Crossleys (Hyde), Ltd. (247,013).—Private company. Registered April 1st. Capital £3,000 in £1 shares. Objects: To carry on the business of drapers and furnishing and general warehousemen; proprietors of pantechnicon and other vans and vehicles, furniture removers, warehousemen, etc. The permanent directors are: H. Crossley, F. C. Woolstencroft.

Homerton Transport Company, Ltd. (247,040).—Private company. Registered April 2nd. Capital £500 in £1 shares. Objects: To acquire the business of a motor transport contractor, etc., carried on since March 1st, 1930, by N. Forbes as the Homerton Transport Company, and to adopt an agreement between the said N. Forbes and Firmin and Co. (London), Ltd. The first directors (to number not less than 2 nor more than 5) are: H. Leek, N. Forbes.

Rochford and District Motor Services, Ltd. (247,096).—Private company. Registered April 3rd. Capital £1,000 in £1 shares. Objects: To acquire the business of an omnibus proprietor now carried on by L. I. R. Morley at Tylers Close, Tylers Avenue, Southend-on-Sea, as "The Rochford and District Motor Services." The permanent directors are: L. I. R. Morley, and Mrs. M. G. S. Morley.

Neath and Cardiff Luxury Coaches, Ltd. (247,126).—Private company. Registered April 4th. Capital £1,000 in £1 shares. Objects: To carry on the business of chars-a-banc, omnibus, coach, lorry, cab, car or taxicab proprietors, etc. R. G. Llewellyn is the first director. Registered office: 21 Uplands Crescent, Swansea.

South of Ireland Transport Company, Ltd. (7,984).—Private company. Registered April 4th, in Dublin. Capital £500 in £1 shares. Objects: To carry on any of the businesses of owners of lighters, barges and tugs, motor cars, trolley vehicles, aircraft, etc. The directors are: J. P. Goodbody, G. M. Goodbody.

Poole & District Motor Services, Ltd. (247,203).—Private company. Registered April 7th. Capital £3,000 in £1 shares. Objects: To acquire the business of The Poole and District Motor Services heretofore carried on by Mrs. V. W. A. Venner at Parkstone, Dorset. The directors are: C. F. Russett, jnr., A. E. Russett, Mrs. V. W. A. Venner, H. E. Russett, F. E. Russett. Secretary: A. E. Russett.

Chesham & District Bus Company, Ltd. (247,272).—Private company. Registered April 10th. Capital £3,000 in £1 shares. Objects: To adopt an agreement with W. A. Clarke, J. Haddock and W. M. Johnstone, and to carry on the business of motor omnibus proprietors carried on by them at Chesham, Bucks. The directors are: W. A. Clarke, J. Haddock, W. M. Johnstone (all permanent, subject to each holding 50 shares).

Motor Coach Baggage Protection Association, Ltd. (247,321).—Private company. Registered April 11th. Capital £2,000 in £1 shares. Objects: To carry on the business of general carriers, motor coach, railway, shipping and forwarding agents, proprietors of baggage depositories, etc. The permanent directors are: J. L. Harvey (chairman), J. H. John, H. W. Lambert, A. O. Roberts.

Pearce Haulage Company (1930), Ltd. (247,325).—Private company. Registered April 11th. Capital £500 in £1 shares. Objects: To carry on the business of haulage, cartage and general transport contractors, proprietors and hirers of traction engines, motor lorries, pantechnicon and other vans, owners of public garages, etc. The directors are: A. E. Whittaker (permanent managing director), Mrs. D. G. Scott. Secretary: A. E. Whittaker.

H. O. K. Transport Co., Ltd. (247,317).—Private company. Registered April 11th. Capital £2,000 in £1 shares. Objects: To carry on the business of cartage and haulage contractors, general carriers, railway and forwarding agents, bonded and common carmen and any other business solely for and on behalf of and in connection and co-operation with Thos. Hewstone & Co., Ltd. The directors are: T. Hewstone, E. J. Kerslake, J. K. Overall, W. J. Hewstone (all permanent, subject to each holding not less than 50 shares). Secretary: E. J. Kerslake.

Mortgages and Charges.

Attleborough & District Motor Services, Ltd.—Debenture dated January 1st, 1930, to secure £275, charged on the company's property, present and future, including uncalled capital. Holders L. Votier and W. E. Fake, trading as "Votier and Fake," of 56, Marlborough Road, Norwich.

Jeffersons (Goldthorpe), Ltd.—Particulars filed of £250 debentures authorised January 27th, 1930, charged on the

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company's undertaking and property, including uncalled capital, the amount of the present issue being £100.

G. T. Beard (1929), Ltd.—Particulars filed of £2,000 debentures authorised January 31st, 1930, charged on the company's undertaking and property, present and future, including uncalled capital, the whole amount being now issued.

Red & White Services, Ltd. (formerly Gloucestershire Transport, Ltd.).—Six Memoranda of deposit all dated February 3rd, 1930, to secure all moneys due or to become due from the company to Lloyds Bank, Ltd., not exceeding £500, £1,000, £3,000, £1,000, £800 and £1,500 respectively, charged on properties in Gloucester, Cinderford, Monmouth, Aberdare, Lydney and Chepstow.

Red & White Services, Ltd. (formerly Gloucestershire Transport, Ltd.).—Memoranda of deposit dated February 7th, 1930, charged on leasehold land with garage and buildings thereon at Gellygroes, Mon., to secure all moneys due or to become due from the company to Lloyds Bank, Ltd., not exceeding £600.

Standard Wharves, Ltd.—Two mortgages: (1) on 56 and 58, and (2) on 60, High Street, Wapping, both dated February 8th, 1930, to secure all moneys due or to become due from the company to the Midland Bank, Ltd.

Commercial Road Haulage, Ltd.—Particulars filed of £500 debentures authorised February 10th, 1930, charged on the company's undertaking and property, present and future, including uncalled capital and goodwill (subject to a series of £700 first debentures), the amount of the present issue being £100.

G. H. Stammers & Sons, Ltd.—Mortgage and debenture charged on the company's undertaking and property, present and future, including uncalled capital, dated February 15th, 1930, to secure all moneys due or to become due from the company to the Westminster Bank, Ltd., not exceeding £400.

George Ewer & Co., Ltd.—Particulars filed of £20,000 debentures authorised February 18th, 1930, charged on the company's undertaking and property, present and future, including uncalled capital, the whole amount being now issued.

R. A. Dagnall (Haulage Contractor), Ltd.—Debenture dated February 24th, 1930, to secure £915, charged on the company's undertaking and property, present and future, including uncalled capital. Holder: E. M. Murphy, 16, Berkeley Place, Wimbledon.

Commercial Road Haulage, Ltd. — Issue on February 25th, 1930, of £200 debentures, part of a series already registered.

Harry Sabey & Son, Ltd.—Debenture dated February 25th, 1930, to secure £6,000, charged on the company's undertaking and property, present and future, including uncalled capital. Holder: Mrs. E. A. Sabey, 197, Fordwych Road, Cricklewood, N.W.2.

W. Freeborn & Son, Ltd. — Debenture dated March 10th, 1930, to secure £400, charged on the company's undertaking and property, present and future, including uncalled capital. Holders: Miss L. Moody and Miss M. Moody, both of 20, Swindon Street, Highworth, near Swindon.

W. S. Ellison, Ltd.—Debenture dated March 10th, 1930, to secure £200, charged on the company's undertaking and property, present and future, including uncalled capital. Holders: Mrs. A. M. Ellison, 33, Cowley Hill Lane, St. Helens, Lancs.

Peraeque Transport Company, Ltd.—Debenture dated March 14th, 1930, to secure all sums due to the chargees (Christopher Dodson, Ltd., Cobbold Road, Willesden), not exceeding £3,298 13s. 4d., charged on the company's undertaking and property, present and future, including uncalled capital, (if any).

Orr, Hill & Dale, Ltd.—Debenture dated March 15th, 1930, to secure £500, charged on the company's undertaking and property, present and future, including uncalled capital. Holders: F. C. Hilbery, 4, South Square, Gray's Inn, W.C.1.

Satisfactions.

Note: Where the amount "originally secured" is stated, that is not necessarily the amount outstanding at the date of the satisfaction recorded below. There may have been previous partial satisfactions, registered or unregistered. The registration of Satisfactions is not compulsory.

G. & H. Green, Ltd.—Satisfaction by transfer of the mortgaged property to Watsons Wharf, Ltd., (subject to the mortgage), on December 31st, 1929: (1) of mortgage dated August 5th, and registered August 16th, 1926, and (2) of mortgage dated August 19th, 1927, and registered September 8th, 1927. (According to the "register of mortgages," the mortgages registered August 16th, 1926, and September 8th, 1927, originally secured £1,000 each.)

Tourist Motor Coaches (Southampton), Ltd.—Satisfaction to the extent of £900 (amount owing on November 1st, 1929), on February 6th, 1930, of mortgage dated June 23rd, 1926, and registered February 10th, 1930.

R. A. Dagnall (Haulage Contractor), Ltd.—Satisfaction on February 11th, 1930 of debenture dated June 21st and registered June 27th, 1928. (According to the "register of mortgages," the debenture registered June 27th, 1928, originally secured £1,650).

North Wales Silver Motors, Ltd.—Satisfaction in full on February 20th, 1930, of debenture dated May 17th, and registered June 5th, 1926, securing all moneys not exceeding £12,724.

G. & H. Green, Ltd.—Satisfaction on February 28th, 1930: (1) of Land Registry Charge, dated January 13th and registered January 15th, 1926, and (2) of Land Registry charge dated September 2nd, and registered September 8th, 1926. (According to the "register of mortgages," the charge registered January 15th, 1920, originally secured all moneys, etc., and the charge registered September 8th, 1926, originally secured £1,000).

Charles W. Webber, Ltd.—Satisfaction in full on September 28th, 1929, of debentures authorised October 15th, and registered October 26th, 1925, securing £700. (Notice filed March 14th, 1930).

M. R. S., Ltd., (formerly Marstons Road Services, Ltd.). —Satisfaction to the extent of £1,805 on March 17th, 1930, of debenture dated March 5th, and registered March 7th, 1928. (According to the "register of mortgages," the debenture registered March 7th, 1928, originally secured £4,000).

Receiverships (Appointment or Release).

Henry W. Hemington & Co., Ltd.—L. J. F. Austin, of Lichfield Chambers, Upper Priory, Birmingham, was appointed Receiver on February 21st, 1930, under powers contained in debenture dated January 7th, 1929.

NOTICES

The World's Carriers is published monthly, on the 15th of each month. Annual Subscription, including **World's Carriers Year Book and Diary, £1 1s.**, post free.

Advertisement tariff sent on request.

The Editor, while promising to give prompt consideration to any articles, notes, drawings, or photographs submitted, disclaims all liability in connection with contributions sent in voluntarily. If a properly addressed and stamped envelope is forwarded, every effort will be made to return rejected contributions.

Books, pamphlets, prospectuses, and newspapers (the latter having any special item conspicuously marked) should be addressed to the Editor.

All remittances should be made payable to "**The Carriers Publishing Company, Ltd.,**" Bangor House, 68 & 69 Shoe Lane, London, E.C.4, and crossed "Midland Bank, Ltd."

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Our Information Bureau.

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Any subscriber requiring the name and address of a carrier, motor transport contractor, furniture remover, or forwarding agent in any particular town can obtain the information by writing us and enclosing a stamped addressed envelope.

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MAY, 1930.

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The
World's Carriers
AND
Carrying Trades' Review
A MONTHLY RECORD OF THE CARRYING TRADES OF THE WORLD.

VOL. XXVI.—No. 309. JUNE 16, 1930. [ANNUAL SUBSCRIPTION, £1 1s. (INCLUDING YEAR BOOK AND DIARY).

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Cheapening Transport.

In every branch of industry both practical and scientific methods have been applied during the past decade to reduce the cost of production with, in some instances, astonishing success. In his speech at the Annual General Meeting of the Dunlop Tyre & Rubber Company, Sir Eric Geddes stated that the output per man was now 2½ times as much as that of only a year or two ago, and this was due not only to the willing co-operation of the workers but also to improvements in machinery and labour-saving devices. In industry generally rationalisation is being extensively employed, mainly with the object of cutting down unnecessary overhead expenses and incidentally to avoid over competition. In some quarters it is feared that rationalisation may be overdone, one of the most serious possible results being additional unemployment. This contingency, we imagine, is somewhat unfounded, as experience in the past has shown that price reductions have the effect of increasing sales. Research and applied science are the main factors responsible for greater output and price reductions. British industry has been forced to work along the lines it is now doing in order to face foreign competition. The fear that rationalisation then may lead to monopoly and inflated prices may be discounted. In the motor industry we find that the science of production has materially advanced and evidence of this is to be seen in the prices of vehicles, which are now of far better quality and yet considerably cheaper than was the case before the great war. Price reductions of vehicles and better performance of the vehicles themselves leads to cheaper transport and, as we all know, transport is the life blood of industry. Transport itself cannot be said to have been rationalised but something of the same thing is happening, but it is known by the name of co-ordination. As the wise man is the product of many fools so is road transport the product of adversity. We need not enumerate the handicaps it has had to overcome in order to hold its place against fierce competition, but the result is a vehicle or vehicles of incomparable efficiency, and what at one time appeared to be the ugly duckling of the engineering profession and industry is now recognised as being one of the most important influences which has raised mechanical engineering as a whole to a higher level. In recent issues we have dealt with two new devices which may well have the effect of still further reducing the costs of road transport. We do not say that they will, because we have seen so many very excellent devices which have been apparently relegated to the scrap heap with the same rapidity with which they have come under notice. They have attracted attention, however, they have been appreciated, and no doubt the principles have been incorporated gradually into design though their inventors or originators have failed to reap the benefit of their labours. It is only when something of outstanding merit and of immediate practical value makes its appearance that noticeable revolutionary methods are set in motion. Two excellent examples of this may be cited, namely, the development of the six-wheeler, which had the effect of reducing the weight of the chassis in relation to the useful load carried, and, next, the more recent development of the heavy oil engine. These two developments are destined to have a far reaching influence in the direction of cheapening road transport. The heavy oil engine particularly, though at present only in its early stages of development, is a kind of out-flanking movement. It has caught competition unawares and its ultimate effect will be to reduce the hitherto exceedingly formidable fuel bill to a comparatively negligible quantity. Nothing can hinder its progress except increased taxation imposed to counterbalance the advance made, but we can hardly suppose that any government will be so short sighted as to tax still further an industry upon which so much of the welfare of other industries depends and which is already taxed far beyond the bounds of necessity.

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Comment on Current Topics.

The Channel Tunnel.

Another of the great schemes for reducing unemployment has gone by the board—in the rejection by the Government of the proposals to build the Channel Tunnel. Since this journal was started more than a quarter of a century ago, we have given publicity from time to time to the efforts which have been made to secure powers to construct the tunnel and we have always taken a favourable view of the idea, because we believe that every new transport facility helps to extend trade and brings increased prosperity in its train. We must confess, however, that our enthusiasm for the scheme has become somewhat lukewarm as the years have gone by because we are of the opinion that if there were a widespread and determined demand for the proposed channel tunnel the difficulties would have been overcome before this. The Committee, which was appointed by the Prime Minister of the previous Government, did its work thoroughly well and investigated the whole subject from its economic standpoint and presented its report to the Government, giving its views very fully. Following this the Government who, as stated by the Prime Minister, in the last resort must take the responsibility of encouraging the scheme or turning it down, then investigated other aspects of the question and, as in every other attempt to set this scheme going, the military interests turned the scale against the proposals. The White Paper which has been issued by the Government sets forth very clearly, and without any attempt at legal phraseology to obscure the issue, the reasons why the scheme has been turned down. In the first place it is quite evident that apart from those who take an active part in the proposals, very little real interest is taken in the suggested channel tunnel. It is emphasised that the Committee itself, while reporting in favourable terms, is lacking in enthusiasm and has hedged its recommendations round with all sorts of provisos and qualifications. When there is added to this the definite military view that the approach to the tunnel would have to be very strictly protected by strong military forces and increased air defences, at a very heavy financial cost, we cannot but believe that the decision of the Government under the circumstances is a right one. Whether the Channel Tunnel Company, under the able direction of Baron Emile d'Erlanger, will continue its activities, as it has done in the past, in spite of so many setbacks, remains to be seen, but for our part we think there will have to be a very big change in public opinion and in the opinion of business men before valuable time will be taken to consider any proposals of the same kind again.

Long Distance Road Haulage.

In our last issue we gave a brief report of a Committee formed to consider the position of long distance road haulage and although there is nothing further to report at present this Committee has held a number of meetings and has investigated the position very thoroughly. A number of haulage firms engaged in long distance goods transport by road have joined the Committee, in addition to those mentioned in our report, and it is still engaged in considering what further steps it can take. We refer to this matter editorially because, while we are in sympathy with everything that is being done to improve road haulage, whether for passenger or goods traffic, we suggest very strongly for the consideration of the Committee, out of an experience extending over more than twenty-five years, that there is not room for another Association and that the full weight of the members concerned should be secured by linking up with the National Road Transport Employers' Federation—a Federation of road transport trade organisations having affiliated associations in all the important centres throughout the country, which is old established and has been and still is doing good work on behalf of the trade. Like most trade organisations it works quietly behind the scenes and without any flourish of trumpets, but it is well organised, has the ear of the Government Departments, and is able to bring influence to bear on matters affecting the trade in connection with impending legislation.

The Road Traffic Bill.

Since the Road Traffic Bill was introduced in the House of Commons we have devoted considerable space month by month in order to keep our readers advised of its progress and particularly since it has been in Committee. In this issue we report the final discussions of the Committee stage, which deal with several important clauses and the Bill has now been reported to the House. The next step will be on the motion for the third reading, when undoubtedly further strong efforts will be made to remove some of the anomalies and injustices which still remain in the Bill. We commend the report in this issue to our readers and particularly that relating to speed limits. We feel we must reiterate once again our convinced opinion that the Government and the Ministry of Transport are only asking for trouble in adhering to six different speeds for different classes of motor vehicles, and if this schedule is passed into law we believe we shall see a fresh era of police persecution and of futile efforts to make road users keep to a law, which is not only unjust but unworkable. For instance, there are motor cars weighing as much as 2½ tons, for which no speed limit is to apply, whereas a commercial vehicle of the same weight is tied down to a rigid speed mileage. Then again, the anomaly of having one speed for passenger coaches, while the same chassis with a goods body must travel at a slower speed is obviously absurd. The Minister of Transport has promised to see what can be done to simplify the schedule, and it is to be hoped that before it comes up for third reading an amended clause will be ready which will do away with the anomalous position.

Institute of Transport Congress.

In this issue we have devoted special space to the important Annual Congress of the Institute of Transport, which this year is to be held in Glasgow from July 8th to 12th inclusive. The Institute of Transport occupies such an important position, having the support of every branch of transport, that its annual convention is a matter of interest and importance to all our readers. Three mornings will be devoted to papers dealing with various aspects of transport and in the afternoons visits will be paid to well known engineering and other works in the district. The social side will not be neglected and altogether an exceedingly attractive programme has been arranged. We are glad to be able to publish in this issue a number of articles dealing with transport developments in Scotland, including the Clyde Navigation and road transport for passengers and goods, together with a special article describing the well known works and vehicles of the Albion Motor Car Co., Ltd., one of the pioneers of the motor industry. If any of our readers who are members of the Institute of Transport have not yet applied for the necessary papers to attend the Congress, they should take immediate steps to remedy the omission.

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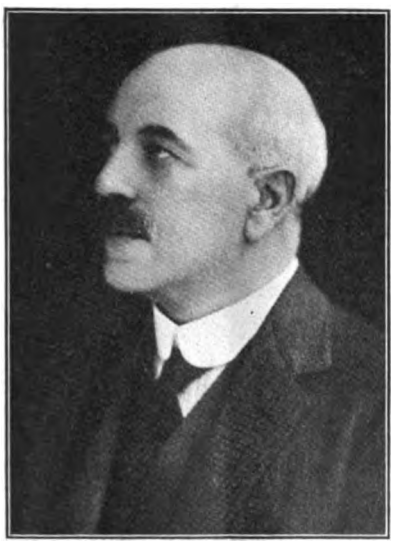
Personal Notes.

Institute of Transport—Vice-President.—Lt.-Col. John Henry Follows, C.B.E., M.V.O., has been elected a Vice-President of the Institute of Transport. Col. Follows has been a Vice-President of the London Midland and Scottish Railway since 1927. He entered the service of the Midland Railway in 1890, was Superintendent of Freight Trains 1911-1912, Divisional Superintendent 1912-1914, Superintendent of Operation 1914-1917, and Acting General Superintendent in 1917-1919. In 1919 he became General Superintendent, and in 1923 Chief General Superintendent, L.M.S.R.

LT.-COL. J. H. FOLLOWS, C.B.E., M.V.O.

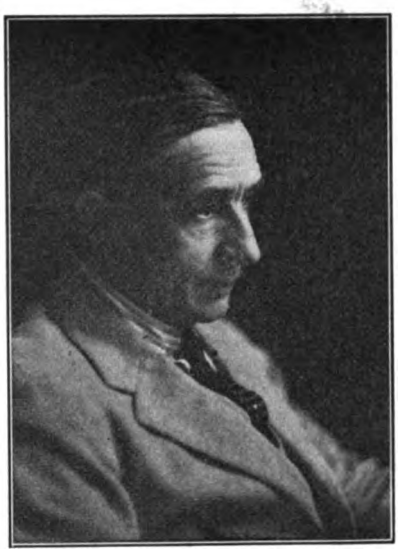
Institute of Transport — Vice-President. — Mr. D. J. Owen, General Manager to the Port of London Authority, has been elected a Vice-President of the Institute of Transport. Mr. Owen, who became General Manager of the P.L.A. in 1922, was in the service of the Mersey Docks and Harbour Board, Liverpool, for 13 years. He was Manager and Secretary to Paul Bros., of Liverpool and Birkenhead, in 1904, and in 1908 became Assistant Manager of Goole Docks, being appointed Manager in 1915. In the same year he became General Manager and Secretary to the Belfast Harbour Commissioners.

MR. D. J. OWEN.



MR. J. K. BRUCE.

Retirement of Mr. J. K. Bruce, General Manager, L.C.C. Tramways. — It is announced that Mr. J. K. Bruce, General Manager of the London County Council Tramways, will retire on June 30th next in consequence of ill health. Mr. Bruce has always been a convinced advocate of the utility of tramways for coping with heavy traffic, and as soon as he was appointed General Manager of the L.C.C. Tramways in 1925 he set to work to infuse a new spirit into the undertaking. Efficiency was increased and economies effected where such could be introduced without detracting from safety and good service. At the time of his appointment Mr. Bruce was faced with keen omnibus competition accompanied with falling receipts on the tramway undertaking, but the facilities offered on the tramways were quickly improved, better cars and better equipment provided, higher speeds were adopted and traffic soon began to be won back and receipts increased, and Mr. Bruce is now retiring at a time when the undertaking is assured of a successful future. Mr. Bruce is a native of Strathmore, and his connection with the L. C. C. Tramways began in the horse car era when he was veterinary surgeon to the London Tramways Co., and also had charge of the depots, for in January, 1899, when the undertaking was acquired by the L.C.C., the services of Mr. Bruce were retained. In October, 1903, Mr. Bruce was appointed Traffic Manager, and Deputy Chief Officer in 1910. In 1924 he was appointed Acting General Manager, and in January, 1925, was chosen as General Manager.



MR. EDGAR H. BLAKE.

Society of Motor Manufacturers and Traders. New President.—As announced in another part of this issue, Mr. Edgar H. Blake has succeeded Mr. J. Maughfling as President of the Society of Motor Manufacturers and Traders. Mr. Blake is Deputy Managing Director of Morris Motors, Ltd., Cowley, Oxford, and for many years has been a prominent member of the Council of the S.M.M. and T. He joined Morris Motors, Ltd., in July, 1924, and prior to that he was with the Dunlop Rubber Co., Ltd., for 27 years.

ALDERMAN F. WALTER PAYNE, J.P.

New Chairman of the Kent County Council.— Alderman F. Walter Payne, J.P., head of the well-known firm of Payne & Birdseye, removal contractors and warehousemen, railway agents, etc., of Anerley Road, London, S.E., has been elected Chairman of the Kent County Council, and we would like to add our congratulations to those which we are sure he is receiving from his wide circle of friends. We have known Mr. F. Walter Payne for many years. He was President

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of the Furniture Warehousemen and Removers' Association for the year 1911-12 and served as Vice-Chairman of sub-committees for many years, and the excellent work he did for the Association will long be remembered by the members who were particularly pleased to welcome Mr. Payne once more at the Re-union Dinner held last month in London and reported in another part of this issue.

MR. GEORGE STOCKWELL.

Congratulations to Mr. George Stockwell. — Mr. George Stockwell, the Managing Director of Stockwell & Co., Ltd., "Messageries Nationales Express," 16 & 18 Finsbury Street, London, E.C.2, celebrated the Jubilee of his connection with the firm at the end of March last, having joined the business in 1880 with his uncle, the late Mr. Henry Stockwell, who was then the proprietor. In recognition of the occasion and as a token of appreciation, presentations were made in the early part of April; that from the Directors and Shareholders consisting of a silver waiter and a walnut clock, whilst the clerical staff, numbering 140 names on the list, contributed a silver bowl. Each presentation bore an appropriate inscription and accompanying the gifts was a floral illuminated address which reads as follows:—"Presented to George Stockwell, Esq., by the Directors, Shareholders and Staff of Messrs. Stockwell & Co., Ltd. In appreciation of his valuable services rendered during the period of fifty years, they desire to place on record their high appreciation of the kindness and consideration which he has invariably manifested to all associated with him in developing the business of the Company, and wish him many years of happy enjoyment of health, and a continuance of his activities. March, 1930." Stockwell & Co., Ltd., have branches at Hull, Liverpool, Manchester, Paris and Boulogne, and have also an ocean and rail ticket office in London at 25, Beak Street, Regent Street, W.1. They are Foreign and Colonial Shipping and Insurance Agents, Export Packers of motor cars, furniture, and all kinds of merchandise, Bonded Carmen, Passage Brokers, and Customs House Agents.

New L.C.C. Tramways Chief. — Mr. Theodore E. Thomas, Traffic Manager in the Tramways Department of the London County Council, has been appointed General Manager of the London County Council Tramways in succession to Mr. J. K. Bruce who, as announced in another part of this issue, is retiring in consequence of ill-health. Mr. Thomas, who was born in 1882, entered the service of the London United Tramways Co. in 1899, and in 1910 became the District Engineer of the Surrey Lines of that company. Later he was transferred to the staff of the Underground group and was appointed Commercial Superintendent of the group of companies after the absorption of the London General Omnibus Company. Mr. Thomas entered the service of the L.C.C. in 1917 as Development Superintendent of the Tramways Department. He was appointed Traffic Manager in 1925, and later was deputed to act as General Manager in the absence of the latter. Mr. Thomas has been a member of the Council of the Tramways, Light Railways and Transport Association since 1927. He is a member of the Institute of Transport and was awarded a gold medal of the Institute in 1927.

MR. THEODORE E. THOMAS

Albion Motor Car Co., Ltd. Appointment of Joint-Managing Directors. —Mr. G. M. Young, B.Sc., London Manager and Director of the Albion Motor Car Co., Ltd., and Mr. G. Pate, B.Sc., have been appointed Joint-Managing Directors of the Albion Motor Car Co., Ltd., Scotstoun, Glasgow, makers of the well-known Albion motor vehicles. Mr. Young, who is well-known in the motor trade, particularly in the South, has taken an active part in the work of the Society of Motor Manufacturers and Traders. He joined the Company in 1903, having graduated in engineering B.Sc. at Glasgow University in 1901.

MR. G. M. YOUNG, B.SC.

Clyde Navigation. Mr. Harold M. Ford Appointed Commercial Manager. — The Clyde Navigation Trustees, realising the necessity of the commercial development of the Port, have appointed their Secretary, Mr. H. M. Ford, as Commercial Manager. This appointment will undoubtedly prove popular among all classes of shippers and traders. Mr. Ford will concentrate his efforts particularly upon building up reciprocal trade between Scotland and the various parts of the Empire. He has made a close study for several years of all questions affecting marketing and salesmanship. He undertook recently a tour of Australia and New Zealand to study trade possibilities and is convinced that, despite existing handicaps in some directions, there are great opportunities for British industry if marketing and good salesmanship are properly concentrated upon. Mr. Ford's experience and knowledge of all matters affecting trade will undoubtedly stand him in good stead in the work he has now undertaken.

New Appointment for Mr. J. Frost.—Mr. J. Frost, who is so well known in the motor trade, and has been a Sales Representative for Dennis Bros., Ltd., Guildford, for many years, has been appointed to an important position with the Associated Equipment Co., Ltd. Mr. Frost takes up his new appointment on July 1st next.

MR. J. FROST.

Wigan Transport Appointment. — The Wigan Town Council has appointed Mr. Norman Rylance, of Bolton, Traffic Superintendent to the Tramways Department. Mr. Rylance has been employed in the Bolton Tramways Offices for a period of 17 years, and at the time of his appointment to Wigan he was Assistant to the Traffic Superintendent at Bolton. He joined the Loyal North Lancashire Regiment at the outbreak of war when he was eighteen years of age, and obtained a Commission at the age of twenty. He served in France and was badly gassed.

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Institute of Transport.

Congress and Summer Meeting at Glasgow.

July 8th to 12th, 1930.

THE Congress and Summer Meeting of the Institute of Transport is being held at Glasgow next month and will cover the period, Tuesday to Saturday, July 8th to 12th.

The Rt. Hon. the Lord Provost of Glasgow (Mr. Thomas Kelly, J.P.) will extend a civic welcome to the Congress on the morning of Tuesday, July 8th, and on behalf of the Corporation has invited members, visitors, and their ladies to a Reception and dance to be held in the Banqueting Hall at the City Chambers the same evening.

The proceedings will include the submission and discussion of papers at meetings on the mornings, and visits on the afternoons, of the Tuesday, Wednesday and Thursday. By courtesy of the Glasgow Corporation the meetings will be held in the City Chambers. Friday and Saturday will be devoted to excursions. There will be evening functions on the Tuesday, Wednesday and Thursday. Special arrangements for the mornings of the Wednesday and Thursday have been made for the entertainment of ladies attending the Congress.

The Congress headquarters and delegates' rendezvous will be at the Central Hotel, Glasgow.

OFFICERS AND COMMITTEE.

President; Sir Josiah C. Stamp, G.B.E.; Joint Hon. Local Secretaries: Mr. R. Killin, C.B.E., General Superintendent, London Midland and Scottish Railway, 302, Buchanan Street, Glasgow, C.2 and Mr. L. Mackinnon, General Manager, Glasgow Corporation Tramways, 46, Bath Street, Glasgow, C.2; Congress Local Committee: Mr. A. H. Roberts, O.B.E. (Chairman); The Rt. Hon. the Lord Provost of Glasgow, Mr. C. A. Bremner, Mr. J. C. Christie, Mr. W. Crozier, Councillor P. J. Dollan, Mr. K. G. Fenelon, Mr. F. A. Fitzpayne, Mr. A. Fulton, Mr. E. Graham Guest, Mr. J. L. Gunn, Mr. W. Johnston, Mr. I. Kempt, Mr. T. A. Kerr, Mr. R. McLeod, Mr. T. H. Moffat, Mr. D. P. Morrison, Mr. A. Morton, Mr. C. H. Stemp, Bailie J. H. Stevenson, Mr. W. J. Thomson, Mr. D. C. Urie, Mr. J. N. Wilson, Mr. W. Wood. Hon Secretary of the Scottish Section: Mr. R. McLeod, The Corporation Transport Department, 2, St. James's Square, Edinburgh; Secretary and Office of the Institute: Mr. A. Winter Gray, 15, Savoy Street, Victoria Embankment, London, W.C.2.

Programme of Congress.

(subject to alteration).

MEETINGS AT THE CITY CHAMBERS.

On Tuesday, July 8th, at 10 a.m., the President will open the Congress and The Rt. Hon. the Lord Provost of Glasgow will extend a civic welcome to the delegates.

Date. 1930.	Hour. a.m.	Title of Paper.	Author.
Tuesday, July 8th.	10.15	"Railway amalgamation and its effect on the workshops."	E. J. H. Lemon. Carriage and Wagon Superintendent, L.M.S.R.
Wednesday, July 9th.	10.0	"The economics of port development and administration."	Sir George C. Buchanan, K.C.I.E.
Thursday, July 10th.	10.0	"Long distance omnibus services — their place in the national scheme of transport."	W. J. Thomson, Managing Director, Scottish Motor Traction Co., Ltd.

VISITS AND EXCURSIONS.

Except where otherwise stated the visits will take place during the afternoon. The detailed arrangements will be announced later.

Date. 1930.	Visit or Excursion.
Tuesday, July 8th.	The Locomotive and Carriage Works of the L.M.S.R. at St. Rollox, and the L.M.S.R. Locomotive Running Sheds at Polmadie. The Shipbuilding Yard of Messrs. John Brown & Co., Ltd., at Clydebank.
Wednesday, July, 9th.	Motor drive. *Morning visit chiefly for ladies.* The Works of the North British Locomotive Co., Ltd., at Springburn. The Works of the Albion Motor Car Co., Ltd., at Scotstoun. The test line of the George Bennie Railplane System of Transport at Milngavie. Visit to Gleneagles by invitation of the L.S.M.R. *Evening Visit.*
Thursday, July 10th.	The Cathedral, University of Glasgow and Glasgow Art Galleries.. *Morning visit chiefly for ladies.* The Coplawhill Car Works and the new Motor Garage at Victoria Road, of the Glasgow Corporation Tramways. The factories of the Scottish Co-operative Wholesale Society at Shieldhall.
Friday, July 11th.	All-day cruise in the new L.M.S.R. turbine steamer "Duchess of Montrose" on the Firth of Clyde, by invitation of the L.M.S.R.
Saturday, July 12th.	Forth Bridge and Edinburgh, commencing in the *morning.*

EVENING FUNCTIONS.

On Tuesday, July 8th, from 7.30 p.m. to 11.0 p.m. the Rt. Hon. the Lord Provost of Glasgow, and the Corporation of Glasgow, will entertain the Congress at a Reception and Dance in the Banqueting Hall at the City Chambers. Evening dress and decorations will be worn.

On Wednesday, July 9th. Visit to Gleneagles by invitation of the L.M.S.R.

On Thursday, July 10th. The Dinner of the Scottish Section at the Central Hotel. Evening dress and decorations will be worn.

VISITS AND EXCURSIONS.

Only one visit can be made on each of the afternoons of Tuesday, Wednesday and Thursday. On the Saturday, those desiring to do so will be privileged to return to London from Edinburgh, the tickets issued by the railway companies at reduced fares being available for use from Edinburgh, an intimation of the arrangements for those desiring to return to Glasgow, will be made later.

Road versus Rail.

Discussion at International Railway Congress.

AT the International Railway Congress, held in Madrid last month, a subject of topical interest discussed was that of the competition of road transport with the railways, introduced by Mr. H. L. Wilkinson, Assistant Superintendent of the Line, Great Western Railway. Mr. Wilkinson's report dealt in the main with the development of road transport, the causes which led to its rapid success and the serious effect it had on railway short distance passenger traffic. Long distance rail traffic, the report said, was now also affected by reason of development of high powered cars and chars-a-banc and radial distribution of goods by traders own fleets. A desire for travel had been created in the minds of the inhabitants of rural districts and, whereas the average radius of travel for the ordinary public prior to the war was perhaps some 8 miles, it was now probably from 20 to 30 miles and the travel habit, both in extent and frequency, was increasing. Road competition with the railways was becoming more acute up to 30 miles. The declared policy of the British railways in dealing with road competition, Mr. Wilkinson's report continued, had been to develop to the full rail travelling at cheap rates and to enter into agreement with existing passenger road undertakings whereby definite results could be achieved by the co-ordination of rail and road services. In certain areas interavailability of rail and omnibus tickets was allowed where railways operated their own bus services or operated them with an outside road company. Counter measures to combat road competition for goods traffic had been taken by reduced rates in order to attract or regain business, accelerating freight services, improving accommodation, introducing containers and railhead distribution, registered transits and country lorry services. The effective utilisation of the road powers of the railway companies was now one of the main problems engaging consideration.

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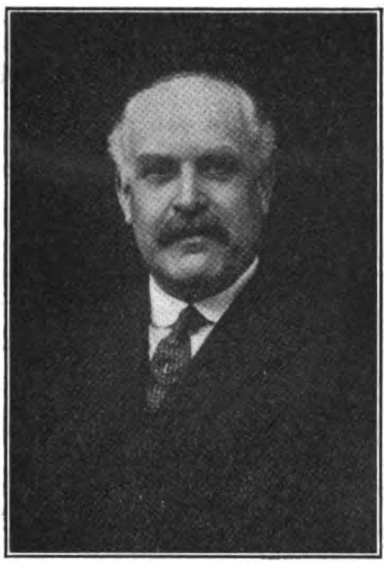
Institute of Transport.

Congress and Summer Meeting at Glasgow, July 8th to 12th.

Some of the Officers and Committee.

SIR JOSIAH STAMP, G.B.E., the President of the Institute of Transport, is the Chairman of the London, Midland and Scottish Railway and President of the Executive. He was born in June, 1880, and completed his education at the London University (Faculty of Economics and Political Science). He entered the Civil Service in 1896 in the Inland Revenue department, being transferred to the Board of Trade (Marine department) in 1898. In 1900 he returned to the Inland Revenue in the Taxes department, and in 1914 was transferred to the secretariat. He was made assistant secretary to the Board of Inland Revenue in 1916, and resigned in March, 1919, in order to enter commercial life. Sir Josiah Stamp received his knighthood in 1920, and the Knight Grand Cross of the order in 1924. He is one of the leading statisticians in the country and has many academic distinctions. He graduated with first class honours in economics at the London University,



SIR JOSIAH C. STAMP, G.B.E., PRESIDENT.

THE RT. HON. THE LORD PROVOST OF GLASGOW. (MR. THOMAS KELLY, J.P.)

MR. A. H. ROBERTS, O.B.E., CHAIRMAN, CONGRESS LOCAL COMMITTEE.

receiving his doctorate in 1916. In 1912 he was Cobden Prizeman and in 1916 the Hutchinson Research Medallist, and from 1919 to 1921, and again in 1923, he was the Newmarch Lecturer in statistics.

MR. ALFRED H. ROBERTS, O.B.E., the Chairman of the Congress Local Committee, is the Superintendent and Engineer of the Docks of Leith. He was educated at Bedford School, and trained as a Civil Engineer. He joined the staff of the late Mr. P. W. Meik, M.Inst.C.E., in 1891, and was engaged upon the construction of various railway and dock works until 1904, and from 1904 to 1909 he acted as Resident Engineer for Messrs. Meik on the Hydro-Electric Power Works of the British Aluminium Company at Kinlochleven. In 1909 Mr. Roberts entered the service of the Leith Dock Commission, as Resident Engineer, for the construction of the Imperial Dry Dock at Leith; in 1911 he was appointed Engineer for Maintenance, and in 1913 Statutory "Superintendent" and Engineer for the Docks, which position he still holds. He has been responsible for the carrying out of extensive works of reconstruction and equipment at Leith, by which the Docks have been brought to a high state of efficiency. Further works are now in hand. Mr. Roberts is a Fellow of the Royal Society of Edinburgh, a Member of the Institution of Civil Engineers, the various grades until 1897 when he became night station master at Carlisle. In 1908, he was appointed Assistant District Superintendent of the Western Division, and in 1910 became Superintendent of the same division. He was appointed Assistant Superintendent of the line in 1912 and in 1916 became Superintendent of the Line. In 1923 he was appointed General Superintendent (Midland Division) on the grouping of the Railways and General Superintendent of the Northern Division in 1924.

MR. R. KILLIN, C.B.E., J.P., JOINT HON. LOCAL SECRETARY.

MR. L. MACKINNON, J.P., one of the Joint Hon. Local Secretaries of the Congress, is the General Manager of the Glasgow Corporation Tramways. His association with the Institution of Structural Engineers and Scientific Societies.

MR. ROBERT KILLIN, C.B.E., J.P., is one of the Joint Hon. Local Secretaries of the Congress and is the General Superintendent (Northern Division) of the London, Midland and Scottish Railway. Mr. Killin joined the Caledonian Railway in 1882, and worked through

MR. L. MACKINNON, J.P., JOINT HON. LOCAL SECRETARY.

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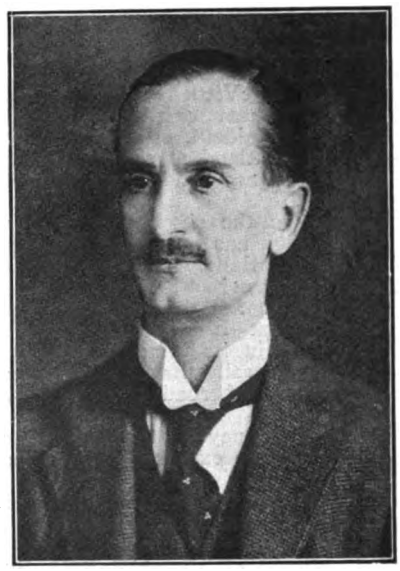
with the Corporation of Glasgow dates back to 25th January, 1887, when he started in the Cleansing Department. In 1892, when Mr. John Young was appointed General Manager of the Corporation Tramways, Mr. Mackinnon was transferred to serve under him, and the positions he has occupied during his career with the Tramways are as follows: — Chief Clerk in Traffic Department; Assistant Traffic Superintendent; Organised and had charge of the Purchasing and Contracts Department; Traffic Superintendent; Assistant General Manager, and, latterly, General Manager. Mr. Mackinnon has been appointed Chairman of the Scottish Tramways & Transport Association and he is also representative for Scotland on the Executive Council of the Municipal Tramways and Transport Association and a Vice-Chairman of the Scottish Branch of the Institute of Transport.

MR. R. MCLEOD,
HON. SECRETARY OF THE SCOTTISH SECTION OF THE INSTITUTE.

MR. ROBERT MCLEOD, the Hon. Secretary of the Scottish Section of the Institute of Transport, is the Depute Transport Manager of the Edinburgh Corporation Transport Department. He entered the service of the Department in 1919, occupying the position of Traffic Superintendent for a period of 9 years. He was promoted to the position of Depute Transport Manager in February, 1929. Previous to coming to Edinburgh, Mr. McLeod was employed in the Aberdeen Corporation Tramways Department from 1904 until 1919, and gained experience of the whole of the office work, being promoted to Chief Clerk in 1912, and in 1918 he was promoted to Traffic Superintendent, the position which he held previous to coming to Edinburgh.

MR. A. WINTER GRAY, the Secretary of the Institute of Transport, has been at the head of the secretariat of the Institute almost since its inception. He was appointed Secretary in 1923 and has attended practically every meeting of the Institute, the Council, and its various committees, and is, of course, well known to the members. Born in 1875, Mr. Winter Gray was articled to a London firm of land valuers and surveyors, and in 1896 he entered the department of the engineer and surveyor of the parish and borough of Lambeth, rising from the post of draughtsman to that of senior assistant. In March, 1917, he entered the service of the London Underground Railways as an assistant to Mr. H. E. Blain, now Sir Herbert Blain, and in this capacity Mr. Winter Gray was associated with the inaugurating and administration of the London "Safety First" Council and the British Industrial "Safety First" Association, serving as general secretary of the latter.



MR. A. WINTER GRAY,
SECRETARY,
INSTITUTE OF TRANSPORT.

Institute of Transport.

Nominations for Election to Council, 1930-31.

The following fifteen members of the Institute of Transport have been nominated by the Council to fill the ten vacancies as Ordinary Members of Council resulting from the retirement of present members of Council in September next.

MEMBERS (NINE VACANCIES).

Representing Railway interests (six nominations for four vacancies):—

Castleman, Arthur Louttit	District Goods Manager (London), London, Midland and Scottish Railway.
Fighiera, Felix	Secretary (London), Central Argentine Railway.
Mauldin, Herbert Henry...	Superintendent (Eastern Section), London and North Eastern Railway.
Mount, Alan Henry Lawrence, C.B.E. ...	Chief Inspecting Officer of Railways, Ministry of Transport.
Potter, Frank Rowe ...	Operating Assistant to Superintendent of the Line, Great Western Railway.
*Sire, Henry Alphonse, C.B.E.	Lately Chief Commercial Manager, Southern Railway.

Representing Road Transport interests (three nominations for two vacancies):—

*Gaunt, Walter Henry, O.B.E.	Distribution Manager, Messrs. J. Lyons and Co., Ltd.
Osler, James Bell, O.B.E.	Chief Engineer, Messrs. Carter Paterson and Co., Ltd.
Thomas, Theodore Eastaway	General Manager Elect, London County Council Tramways.

Representing Water Transport interests (three nominations for two vacancies):—

*Abbott, Thomas	Chairman and Managing Director, Messrs. F. J. Abbott, Ltd.
Bustard, Frank, O.B.E. ...	Passenger Traffic Manager, White Star Line.
Pickard, Henry, M.B.E. ...	Chief Engineer, Aire and Calder Navigation, Leeds.

Representing Air Transport interests (one nomination for one vacancy):—

Page, Frederick Handley, C.B.E.	Managing Director, Messrs. Handley Page, Ltd.

ASSOCIATE MEMBERS.

Representing Railway interests (two nominations for one vacancy):—

Darbyshire, George Lionel	Chief Officer for Labour and Establishment, London Midland and Scottish Railway.
Green, Henry John ...	Superintendent of Permanent Way and Outside Assistant to Chief Engineer, Metropolitan Railway.

* Former Member of Council.

Not later than June 21st, 1930, any ten Corporate Members may nominate any other qualified person or persons to fill any or all of the aforementioned vacancies by delivering a nomination in writing to the Secretary and, in the case of each person so nominated, a statement setting forth which branch of transport, transit, locomotion or traffic, or works connected therewith, such person represents, and also his consent in writing to serve as an Ordinary Member of Council, if elected. Forms of nomination may be obtained from the Secretary of the Institute at 15, Savoy Street, London, W.C.2.

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Commercial Motor Transport in Scotland.

By J. W. Loudon.
General Secretary, The Scottish Commercial Motor Users' Association.

THE Scottish Commercial Motor Users' Association was started in March, 1921, with Mr. Ed. Graham Guest, of Messrs. MacVitties Guest & Co., as President and Mr. W. J. Thomson, of the Scottish Motor Traction Co., Ltd., as Vice-President, and soon acquired an established position in Scotland attracting to its membership important business firms and contracting and omnibus concerns in Scotland.

Even in the short time it has been in existence the Association has seen unfolded the romance of road transport in Scotland. The War was just over and the motor bus in France had proved its worth, and commercial transport was just at the stage when it needed no visionary to foresee that it would develop to an enormous extent. It is still in its infancy, but the business man and the public generally have been educated up to realise the advantages of road transport over all other forms of carriage.

The efficiency of the internal combustion engine and, above all, the extensive use of pneumatic tyres and their remarkable efficiency, plus the cheapness of the vehicles, has put road transport at the service and within the reach of every commercial enterprise.

FORTH ROAD BRIDGE.

From its initiation the S.C.M.U.A. has been a fighting organisation. One of the very first things tackled was the excessive rates on the ferries across the Firth of Forth. The rates made contracting work hopeless and most firms went by Stirling rather than face the uncertainty of the ferry service and its excessive expense. The objections here necessitated an attendance before the Rates Tribunal in London with, unfortunately, little success. The Forth crossing is still most unsatisfactory and the attitude of the Association is that improved transport facilities across the Firth of Forth are absolutely necessary. They have already passed a resolution to the effect that the road bridge is the most satisfactory solution, and they support the proposition that a road bridge be erected and, further, that although the project is a National one and should be financed out of the Road Fund, it is not unreasonable that the local authorities who would greatly benefit should make some contribution to the cost. The Minister of Transport has reported to the Association that the contributions offered by local authorities, at present, amount to only one hundred and eight thousand pounds, against an estimated expenditure for the bridge exceeding six million pounds. The Minister takes the view that in these circumstances the atmosphere is not very favourable for further negotiation, and he is examining the traffic aspect of the problem and looking into alternative schemes.

PROVISIONAL ORDERS.

Another continuous fighting brief has been the objection of the omnibus proprietors to corporations having running powers outside their city areas, and also to their having monopoly powers.

Last year no fewer than 8 Provisional Orders promoted by corporations and traction companies were opposed in Scotland, with successful results, and this year two Bills have been opposed—Aberdeen, where clauses were adjusted, and Glasgow, which is still being fought. The Association throughout has taken an enormous part in considering all legislation promoted by the Government and, in association with the London Commercial Motor Users' Association, has taken a prominent part in such important fights as the Railway Bills and the Road Traffic Bill, and previously assisted the Royal Commission on the Transport Inquiries with evidence.

ROAD TRAFFIC BILL.

The Road Traffic Bill, as amended by the Select Committee, contains in Clause 19 provisions limiting the working hours of drivers. The Clause is based on safety to the public which makes objection thereto somewhat difficult, but the members of the Scottish C.M.U.A. feel that it would be wiser to delete the whole of this Clause and give the industry a little longer to set its own house in order before placing this Clause on the Statute Book. As regards speeds there appears to be no adequate need to perpetuate the anomaly of stipulating for different speeds for approximately the same type of chassis and engines which it is a forgone conclusion will not be adhered to.

Prior to last year, one of the greatest difficulties which motoring organisations had to face was lack of uniformity amongst themselves, and it was only last year that a meeting was held under the Chairmanship of Lord Stanley at which all the important motoring and kindred organisations were represented, and agreement was reached on essential points for submission to the Government Committee on Transport. A common ground was found and all associations loyally joined together for the good of the industry as a whole.

POSITION IN AREAS.

The Scottish C.M.U.A. has area councils in Glasgow, Dundee and Aberdeen, and on the question of the development of road transport in the respective areas, Glasgow points to the extension of the bus traffic in Glasgow as being extraordinary. There are to-day some seventeen hundred buses in Glasgow including two hundred Corporation buses, as against 20 or 30 about nine years ago. There is a great increase in road transport of heavy machinery from England including sternposts and rudders from the forges in England, and very often return journeys are made with steel and girders manufactured in Glasgow. Also a large increase in the transport by motor vehicles from the fish ports to Glasgow Fish Market, as well as a large increase of milk traffic by road and cattle are now removed almost entirely by road transport instead of by rail as previously. Even in short journeys road transport is now made use of. In respect of the development of road transport a number of goods and passenger railway stations have been entirely closed down in and about Glasgow. Dundee points out that the passenger service there has increased tremendously, and more and more private firms are introducing motor transport for their works. With a reduction in the freight costs on the Tay Ferries in Dundee there has been a very considerable increase in the motor transport between Dundee and Fifeshire via the ferry, and if the proposed bridge is erected the increase would be very great. From Aberdeen comes the report that the Corporation there owns a large fleet of buses, and only recently at a Town Council Meeting, a suggestion was made and favourably received that the existing tramways in one part of the city should be scrapped and a bus service installed. Road haulage in Aberdeen continues to develop, and there has been a very large increase in the number of motor floats for conveying live stock to the various markets in the city. In Edinburgh the evidence is overwhelming of the increased use of passenger and goods vehicles, particularly in regard to passenger vehicles.

AUTOMATIC TRAFFIC SIGNALS.

Automatic traffic signals are extensively used in Edinburgh and in one or two other cities in Scotland. The view of the Association is that they perform a very useful function but that great care should be taken as to where they are erected. In particular, they should not be used at very busy crossings, nor at the top of steep gradients. It is desirable that they should not be placed where the cross road traffic is not of equal volume and, further, that they should be cut off at quiet times.

ROAD ENQUIRIES.

Under the Roads Act, 1920, the county councils have power to go to the Minister of Transport and ask that certain roads be closed either wholly or partly to all kinds of traffic or to certain specified traffic. The Association has made a point of investigating each application to the Minister of Transport and, where necessary, has made representations or, in conjunction with other associations, has attended the inquiries and led evidence. Quite recently there was an interesting inquiry at Selkirk, where the County Council desired to close three classified roads to heavy traffic. The various associations objected, and the result of the inquiry has not yet been announced. It is interesting to record that generally the Association's views are (1) that roads should be made fit for the traffic and not the traffic for the roads; (2) that classified roads are for National use and only in very exceptional

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circumstances should any restrictive order be placed upon them, and even then it should only be for a limited period.

ROADS.

Scotland can congratulate itself upon the fact that classified and scheduled roads represent 91.72 per cent. of the roads in the country, leaving only 8.28 per cent. not directly grant earning, and the fact that no burgh roads are scheduled very largely accounts for this 8.28 per cent. so that as far as the county authorities are concerned the percentage of non-grant earning roads is somewhere between 1 and 2 per cent. Thanks to the courtesy of Mr. Curtis Gray, the Ministry representative in Scotland, I learn that of the ten thousand odd classified roads, 25.22 per cent are in Class I and 14.47 per cent. are in Class II, making a total of 39.69 per cent. classified roads as compared with about 25 per cent. in England and Wales.

For the year ending March, 1929, the Grant to the Scottish highway authorities amounted to £2,729,856, whereas the amount collected in Scotland from motor car taxation amounted to £1,818,600, with the result that the Scottish roads have received £911,256 in excess of the direct motor contributions towards the Road Fund. At present special grants are being offered to highway authorities for works of magnitude in reconditioning class I roads, ranging from 75 per cent. to 95 per cent. subject to certain conditions as to labour, etc., and to the acceptance of a percentage of transferred labour. During the past few years the Minister of Transport has been engaged on various trunk road schemes, and it is interesting to record the fact that the Perth—Inverness road is completed. In that case there was a 100 per cent. grant. The distance was over 70 miles and the total payment £652,815. The Edinburgh and Glasgow road is now almost completed. Only a relatively small section from Newhouse to Harphill remains to be done, and there are commitments for the Glasgow—Inverness road via Fort William which involves £866,000, and the road from Tyndrum to Ballachulish is estimated at £472,664. The last figures available, 1926/27, show that the total expenditure on roads and bridges for that year came to £5,924,599 which equals 2/7¼ of the gross valuation as against an average road rate of 3/2.

TAXATION.

The extent of the development of road transport can be appreciated when it is realised that the total sums raised for the whole country on motor taxation were £145,000 in 1906/7 as compared with £10,334,000 in 1920/21 and £38,340,000 in 1928/29.

Latterly a considerable portion of these sums has been diverted to the National Exchequer, much to the annoyance of road transport interests. The Scottish C.M.U.A. has all along objected to any increase in taxation, and in March of this year joined in representations to the Chancellor that the time has now come for (a) a 33⅓ per cent. reduction on all classes of motor vehicle taxation; (b) a more flexible system of short-term licences in order to induce all-the-year-round use of vehicles.

It is felt that heavy taxation on road transport, particularly at the present time, is not practical economics as it is a heavy business on cost which must be passed on. The consumer pays. The passenger pays. The investing public suffer. Export trade is above all affected, so much so that it can be confidently stated that the heavy taxation on road transport to-day vitally affects the unemployment question.

OMNIBUS AND TOURIST TRAFFIC.

While there is practically no co-ordination in connection with goods vehicles, this being to all intents and purposes in the hands of the individual traders, there has been, during the past year, an enormous rationalisation or co-ordination of the big omnibus undertakings and to-day the outstanding factor in the omnibus industry is the practical elimination of the small man with the result that to-day the big companies, in conjunction with the railway companies, have in hand and are working out, a comprehensive scheme of omnibus traffic covering the whole of Scotland. This is all for the good of traffic as the large companies must, of necessity, look to the safety of their omnibuses, the efficiency of their drivers and the comfort of the travellers. "Come to Scotland" is the slogan of to-day, and it seems right that the world should know that to-day in Scotland there are innumerable buses which rival in comfort the best private cars and which can take the visitor to some of the most beautiful scenery in the world and show them the history and romance of Scotland and that, according to time-table and at very cheap fares.

DOUBLE-DECKERS.

In response to a query from the Ministry of Transport, the Association recently considered with its members the question of double-deckers for long distance transport work, and while these are not being used to any great extent at present it was felt that it would be a mistake for the use of these buses to be discouraged. In fact the feeling of the Association is that great care should be taken by the legislation not to kill the motor transport industry by any unnecessary restrictions.

Second International Conference of Benzole Producers.

THE Second International Conference of Benzole Producers met at the Grosvenor House Hotel, Park Lane, London, on May 30th and 31st last. Delegates from the following countries were present:—Belgium, Czecho-Slovakia, France, Germany, Great Britain, Holland, Italy, Poland, Sarre, and Spain, and they were received by the President, Sir David Milne-Watson, LL.D., D.L., President of The National Benzole Association. The Conference was opened by a speech of welcome by Monsieur H. Laurain, President of the International Conference of Benzole Producers.

Sir David Milne-Watson, in his address, outlined the remarkable progress which had been made in the production of benzole during recent years, principally in Great Britain and Germany, and in dealing with the distributing, marketing and propaganda aspects of the position in Great Britain, suggested to the other countries represented that they might form a basis for the exploitation of benzole in their respective countries.

Five important papers were read at the Conference as follows:—"Motor Fuels for High Compression Engines"; "Resin Formation in Motor Spirits"; "Estimation of Gum in Motor Benzoles"; "European Benzole Market Position"; "Sales Organisation."

A Luncheon was held at the Grosvenor House Hotel and was attended by numerous important guests. During the luncheon speeches were made by Sir David Milne-Watson, Monsieur Laurain, Mr. S. Henshaw, F.I.C., Chairman of the National Benzole Company, Limited, and a number of foreign delegates. The Conference was concluded with a visit to the distribution depots, research stations and various transport workshops of the National Benzole Company, Limited.

Road Vehicles.

The Heavy Motor Car (Amendment) Order, 1930.

THE Minister of Transport draws attention to The Heavy Motor Car (Amendment) Order, 1930, dated the 29th April, 1930, which came into force on the 1st June. It had been found by manufacturers of public service vehicles of the double-decked type that it was difficult, without reducing seating capacity, to construct a vehicle of gross laden weight not exceeding nine tons embodying modern improvements desirable from the standpoint of efficiency and comfort. Such improvements include the fitting of pneumatic tyres, the provision of 6-cylinder engines and 4-wheel brakes, improved lighting equipment and heavier and more luxurious upholstery and internal fittings.

The new Order, which applies only to double-decked vehicles fitted with pneumatic tyres, permits a gross laden weight of 9½ tons and a maximum individual axle weight of 6 tons. The corresponding weights for single-decked vehicles, or vehicles not fitted with pneumatic tyres, remains at 9 tons and 5½ tons respectively.

The Order does not alter the existing permissible weights of 6-wheeled vehicles.

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Motor Coach Progress in Scotland.

By J. Inglis Ker.

IN common with other countries Scotland has witnessed within recent years many changes and important developments in connection with road transport and to-day the operations of the various motor-bus organisations have reached a scale undreamt of even a short time ago. The growth of motor-bus and coach transport has been extraordinarily rapid. To-day there is scarcely any part of Scotland, however remote and formerly inaccessible, that is not now in touch with the larger centres of population by means of a bus service, while the larger towns and industrial areas have excellent facilities, which in several instances have proved so efficient as to lead to the abandonment of local tramway systems. It is said that prejudices die hard but the motor bus movement has made an early end to the prejudices with which pioneer efforts had to contend and it is clear that this form of transport must continue to play an important part in the life of the community.

There are many factors which have contributed towards the widespread popularity of bus transport, not the least of which is the great improvement which has been made, and is being made, in the roads throughout the length and breadth of Scotland. The Ministry of Transport has given generous grants towards the reconstruction of many of the existing roads, such as the section of the Great North Road from Perth to Inverness, as well as to the making of new roads such as the excellent highways between Edinburgh and Glasgow and Newcastle to Edinburgh. The steady and continuous improvements that have been accomplished by the Ministry in conjunction with the local road authorities made it possible for bus companies to expand in many directions that would otherwise have been impossible.

Another contributory factor has been the great measure of mechanical efficiency which has been attained in the production of motor omnibuses. More immediate effects, however, are to be attributed to the introduction of heavy pneumatic tyres. From the time that these were produced, the bus operators found one of their greatest problems solved and solved in a manner which is to the lasting credit of tyre manufacturers by whose unceasing efforts and enterprise almost incredible results were speedily obtained. While all these aids to success were appreciated by the operators of bus services, a feature which has made a more immediate appeal to the public has been the wonderful and satisfying advances that have been made in the technical design and construction of motor buses and coaches. One has only to recall for a moment the early types of these vehicles and contrast them with those of to-day to see what radical changes have been made. The comfortable seating, the luxurious fittings and the first-class finish of the best type of up-to-date motor coach has undoubtedly done much to gain the public favour.

The conjunction of the factors mentioned have certainly assisted the motor bus companies very materially and that debt is readily acknowledged, but these in themselves would not have led us very far if there had not been men behind the bus movement with energy and foresight ready at all times to take advantage of every opportunity not only to improve existing services, but to enter upon new spheres of activity which seemed to be in the interests of the public whom they served. It is too well known to need insistence that the bus movement sprang up, as it were, in a night. In its very early days there was not a little haste and confusion which, if left to go on unchecked, might have done great damage to a young industry. Fortunately, many of the pioneer companies recognised from the outset that it was essential that they should gain the fullest measure of public confidence. To do this there were certain important considerations which had to be kept in view. Among these were safety, punctuality regularity and efficiency. It will be agreed that to attain and maintain all these is not easy, but it had to be done and was done, and it is largely because of this that there has been such a continuous expansion. In the early days of the movement routes were necessarily short and services were largely experimental, but those concerns which early introduced a dependable time-table of services, and ran strictly in accordance with it; took infinite care to procure first-class men as drivers and conductors and trained them to the highest point of efficiency; established well-equipped repair shops staffed by skilled workmen; and ran their services with a constant regard to the safety of their passengers, at length succeeded in establishing the bus movement on a basis that made the subsequent developments possible. Nor must it be forgotten that among the pioneers themselves were many men who were highly skilled engineers, with experience and knowledge which were of the highest value in solving the many problems that arose.

As I have said the routes which were at first operated by bus companies were all short distance ones, and it was only as experience was steadily acquired that extensions were made, new routes opened, and wider areas brought into communication with one another. The latest development of long distance travel by bus opens up new prospects and contains possibilities which I think are only beginning to be realised. Only a few years ago it would have been regarded as visionary to suggest that one could leave Edinburgh by bus in the morning and be in Inverness on the evening of the same day, yet this is now a commonplace of modern bus service. We also have bus services running between Glasgow and London and Edinburgh and London doing the journey in one day and procuring an increasing measure of public support. It is evident to me that we are but in the initial stages of long distance travel and I foresee great developments in the near future. I am sure that later expansion will be materially assisted by the co-ordination of forces which has taken place between the railway companies and the leading transport organisations in Scotland. This co-ordination will have very far-reaching effects, and have influences on transport services throughout the country which will be to the ultimate benefit of the public. In addition to the extension of ordinary services through Scotland and the institution of long distance traffic, there has also to be considered the growth of tourist traffic. This forms one of the most important parts of bus transport in Scotland, which is renowned as a popular centre for tourists. This traffic has grown enormously within the past few years and the services of buses from all the famous touring centres supplies visitors to Scotland with touring facilities which are equal to any country in Europe.

Scottish Notes.

Removers Busy.—The May term was an exceptionally busy period with furniture removers. Some firms had a record number of orders in hand and the trade benefited by so many people taking up residence elsewhere. To a fair extent horse-drawn vehicles were hired, but for the most part the motor vehicle carried through the deliveries. Furniture storers were also busier than usual.

Tramways Association Conference.—The Eighth Annual Conference of the Scottish Tramways and Transport Association was held at Pitlochry when satisfactory reports for the past year were submitted. The office bearers elected were:—President, Mr. Lachlan Mackinnon (Glasgow); Vice-President, Mr. F. A. Fitzpayne (Edinburgh); Secretary and Treasurer, Mr. Robert Watson (Edinburgh); members of council, Messrs. Jas. L. Gunn (Aberdeen); Mr. William Grant (Ayr); Mr. Duncan P. Morrison (Dundee); Colonel Dalton Henderson (Perth); Mr. J. H. Shepherd (Dunfermline); Mr. H. C. Babb (Musselburgh) and Mr. W. T. Dawson (Wemyss).

Traffic Signals.—The traffic signal, presently in operation at the corner of Hope and Sauchiehall Streets, Glasgow, is giving satisfaction, and it is probable that more installations will be set up at suitable corners. George Square and St. Vincent Street is mentioned as a possible experimental corner for another system.

Falkirk Transport Project.—The Falkirk and District development Association are considering a plan for the development of road transport. Such a regular service, it is stated, would prove very serviceable to the iron-founding industry. Goods would be conveyed to Manchester, Leeds and Bradford, and on the journey back freights would be lifted at Edinburgh and Glasgow.

Glasgow Transport Services.—Glasgow Corporation was successful before the Select Committee of the House of Commons, and it has now obtained the right to control its own transport services. As a result a scheme of co-ordination between bus, trams, and subway will be drawn up.

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The Albion Motor Car Co., Ltd.

The Company and its Products.

ONE bright autumn day, about 30 years ago, the main door of a small engineering works in Glasgow was opened, and eagerly watched by the five workmen and the two clerks who comprised the whole staff, while the first Albion was driven out on test by Mr. T. Blackwood Murray and Mr. Norman O. Fulton, the founders of the Albion Motor Car Co. This early machine, an 8 h.p. "dog-cart" with tiller steering, a horizontally opposed 2-cylinder engine and low tension magneto ignition, was the forerunner of the thousands of lorries, vans and buses which bear the name Albion to-day. Although only this one machine was produced in the first year of the Company's life, the production in the second year reached no less than twenty-one, and the model was brought up-to-date by the adoption of a steering wheel in place of the original tiller. The award of a silver medal gained in the 500 mile trial run by the Automobile Club of Great Britain and Ireland, drew the notice of the motoring world to the Albion's reliability, a quality which has been justly attributed, not only to this early model, but to all the later types. It is, in fact, very largely this characteristic of reliability that has gained for Albions recognition as one of the leading vehicles in the industry.

A VERY EARLY ALBION VAN.

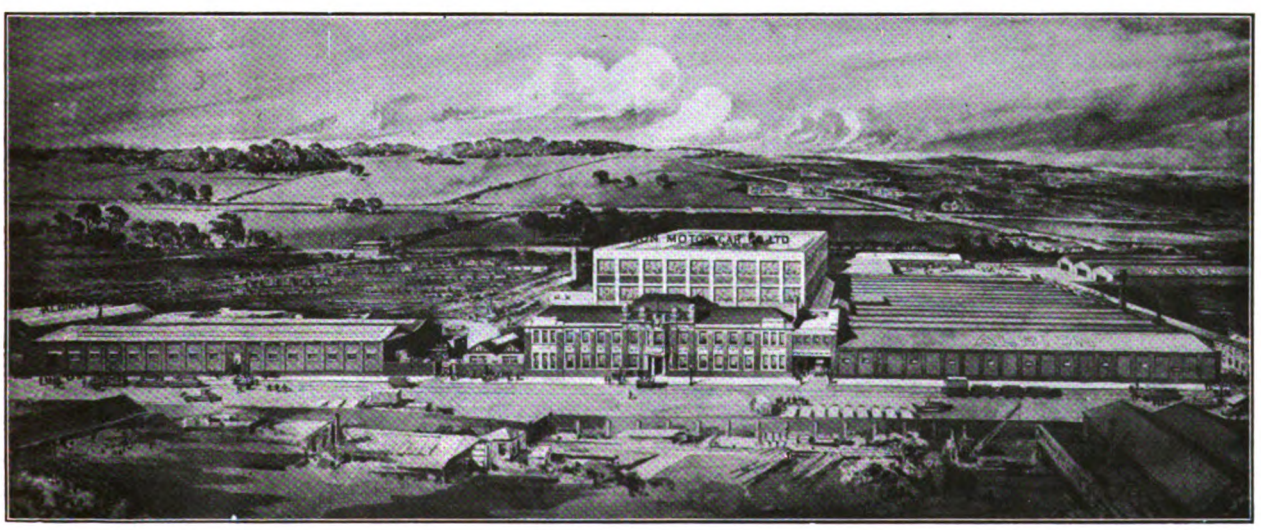
A steadily increasing demand soon made it necessary for the Albion Company to find larger premises and a site was found at Scotstoun about four miles from the centre of Glasgow. Here the beginnings of the present factory were built, and in the summer of 1903 manufacture commenced there. A new model with a 12 h.p. vertical 2-cylinder engine was introduced at this time and so successful did it prove that it remained in production till the outbreak of the War. Apart from an increase in engine size from 12 to 16 h.p. practically no radical departures from the original design were necessary during the 11 years in which this remarkable model, known as the A.3 type was marketed. During the early years of its existence the Albion Company built both pleasure and goods vehicles, but as the industrial market grew in importance more and more attention was given to it, till in 1912 the directors considered the position and decided to drop the private car business and to concentrate entirely on the manufacture of commercial vehicles.

In 1910 another famous model, the 32 h.p. 4-cylinder machine for 3-ton and 4-ton load, was introduced to meet the demand for a vehicle to deal with loads beyond the capabilities of the A.3 model, which was made in several types carrying from 15 cwt. to 2 tons.

About this time the char-a-banc was beginning to attract attention and, naturally, coach models became part of the Albion range.

The works had, of course, extended to cope with the steadily growing demand for Albions, and a considerable overseas business had been developed, particularly in India, Ceylon, New Zealand, Australia and Canada. The outbreak of the War, however, resulted in the factory being concentrated on the 32 h.p. 3-ton model for the War Office; nearly 6,000 vehicles of this type were supplied for use on the various fronts and their extraordinarily reliable performance is still remembered by those who worked with them in Flanders, Gallipoli, etc. During this period the works were further extended, and by 1918 the output was between 45 and 50 vehicles per week.

Immediately after the War the Albion Company set about designing an up-to-date range of models and these came on the market at intervals, till to-day there are Albion goods vehicles for loads of 30 cwt., 2, 2½, 3, 4 and 5 ton loads, and passenger models seating from 16 to 32, both 4-cylinder and 6-cylinder types being produced. The rigid six-wheeler has also been developed, and the success of the Albion Company in this direction is shown by the fact that after careful investigation and trial under working conditions of various 6-wheelers the Government of India have purchased more than 280 Albions of this type—a large repeat order having been placed at the end of May last.



THE ALBION MOTOR CAR COMPANY'S WORKS AT SCOTSTOUN, GLASGOW.

Reliability under arduous conditions has always been a characteristic of Albions, and this is probably the reason why they are so largely used in Government and Municipal transport work in overseas countries. More than

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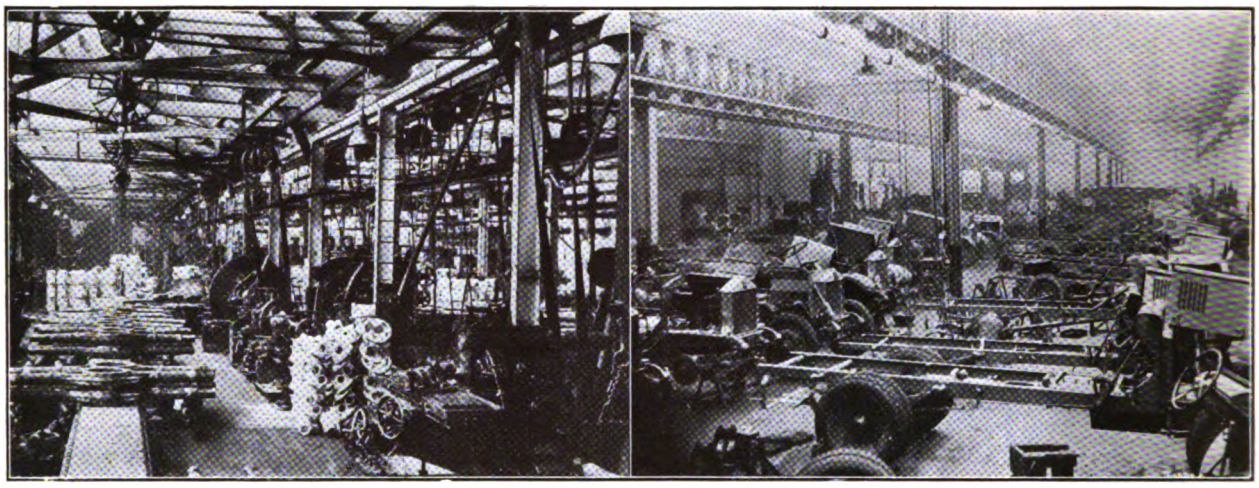
30 Governments and scores of Corporations, Councils, etc., have purchased Albions, while among business concerns who run fleets of this make are the London, Midland and Scottish Railway, the London & North Eastern Railway, Carter, Paterson & Co., Ltd., J. Lyons & Co., Ltd., J. S. Fry & Sons, Ltd., to mention only a few. For years every Albion vehicle has had a positively driven mileage recorder as part of its standard specification.

THE WORKS.

The Albion works at Scotstoun occupy a site of about 10 acres while nearly 2,000 employees are on the pay roll.



LEFT: REAR AXLE SECTION MAIN MACHINE SHOP. RIGHT: FINISHING OFF SHOP.

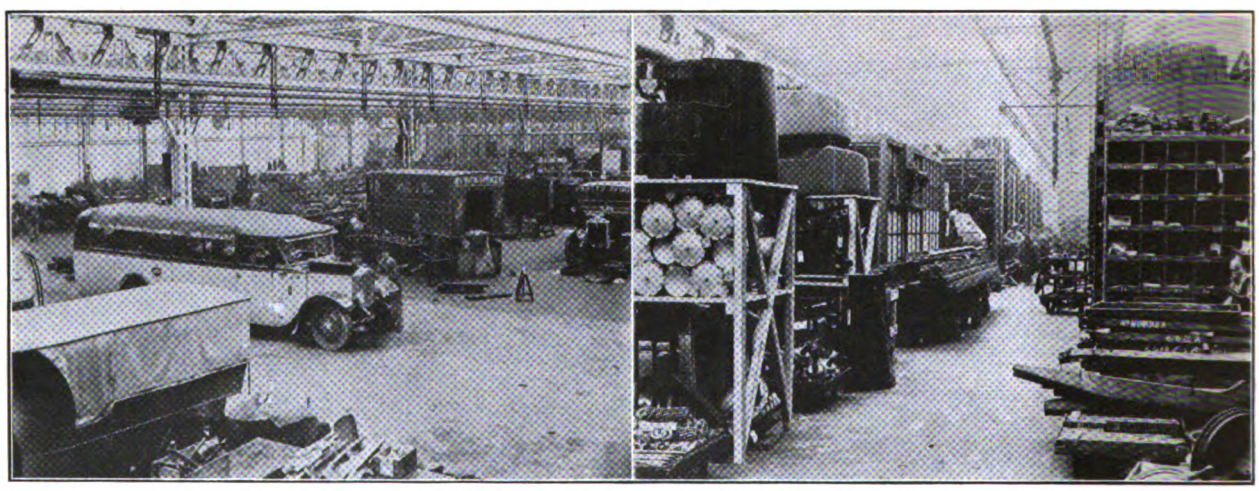
One of our illustrations gives a good idea of the general lay-out. The administrative offices are at the front, while immediately behind is a concrete block containing two machine shops, fitting shops, stores for finished parts, and the toolroom, while on the ground floor is the rough store to which incoming material is delivered. The large single floor section to the right of the offices is the main machine shop; the erecting and finishing shops are at the left and behind the concrete block. A 3-bay extension, seen at the extreme right of the illustration, houses the frame assembly and sheet metal work. The Service Department, entirely separate from the rest of the works is seen on the left and will be dealt with by itself.

Owing to the wide range of models and sub-types produced, the general principle adopted in the works organisation is to manufacture parts, units and intermediate assemblies for stock so that not only standard chassis but also special types can be built with the minimum of delay.

In the main machine shop separate sections are devoted to such heavy parts as rear axle bodies, cylinders, and engine casings, roller tracks being employed to pass the parts along the lines of machines in proper sequence. Machines which are not used exclusively for one particular part are grouped according to type. In another machine shop are automatic and semi-automatic lathes and a separate section dealing entirely with camshafts. Yet another shop contains a battery of gear grinders, all the change speed gear wheels being ground after hardening and then "paired" to ensure quiet running.

Case-hardening and heat treatment of semi-finished parts are carried out in a special department where there are twelve furnaces, all pyrometer controlled—an essential feature when alloys such as nickel chrome steel and case-hardening nickel steel have to be dealt with.

The assembly of engines, gear box and axle units, etc., is carried out in the fitting shops on a system whereby each squad of men carries out its own particular operation and then passes the unit on to the next. A certain amount of hand work is done on the engine bearings to ensure a really good fit. After assembly the engines are run in on the test bed, dismantled for a thorough examination, reassembled and given a full-power test during which records of power and consumption are taken. Their tests completed, the engines join the gear boxes, axles and other assemblies in the unit store to await the demands of the chassis erection department. The work here commences with the arrival of the frame which has been assembled in a separate shop with fitted bolts only, no rivets being used in Albion chassis. The completed chassis are spray painted and then passed to the chassis test beds where they are loaded up and anchored with the rear wheel resting on rollers, which are connected by gearing to dynamos. By means of variable resistances the load imposed by the dynamo can be adjusted to suit the particular type of chassis being tested and the power developed at the road wheels on all gears can be measured at various speeds. From the rollers the chassis is taken



LEFT: REPAIR SHOP. RIGHT: SPARE PARTS STORE.

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over by a road tester who drives it round a standard course, after which any adjustments found necessary are carried out and the chassis is passed back to the tester for his final O.K.

The quality of any product naturally depends very largely on the thoroughness or otherwise of the inspection system in the factory where it is made, and the high standard attained by Albion vehicles is due in a considerable degree to the great care taken to ensure that all material is of the highest grade, and that every component is correct within extremely narrow limits.

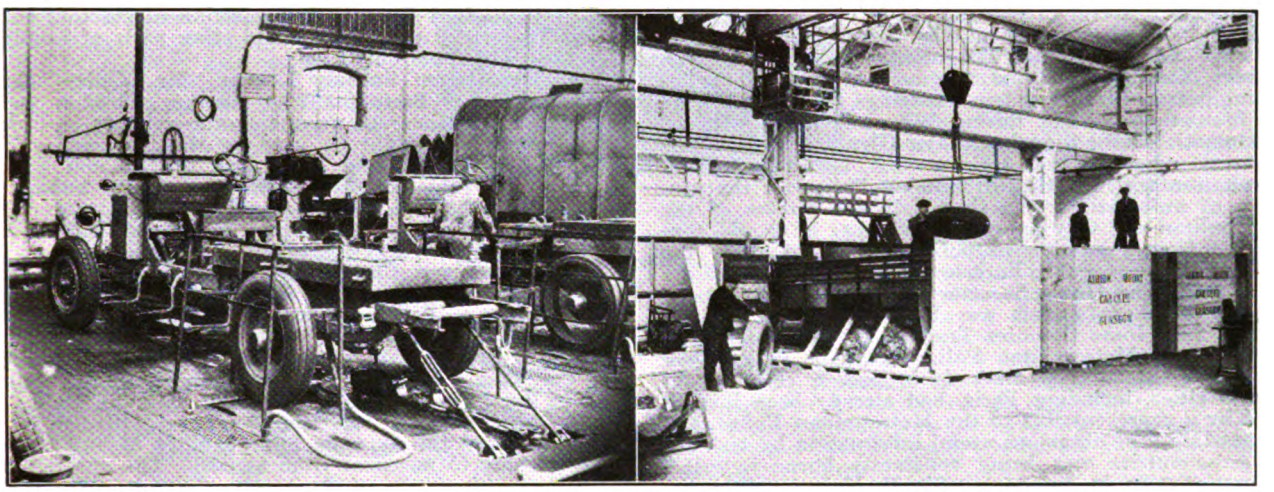
Castings and forgings are brought in from specialist firms but are, except in the case of comparatively minor parts, of definitely specified materials. These parts, together with all raw material and proprietary articles, such as magnetos, lamps, carburetters, etc., are delivered to the works by road. All incoming goods are carefully examined before acceptance, and in the case of material castings and forgings samples are sent to the laboratory for both chemical and physical tests.

In order that an adequate check may be kept on work in hand, and the operations in the various shops properly co-ordinated, control is vested in a Progress Department. This department is responsible for supplying material to machines at the time any job is due to commence, and for the removal of semi-finished to the next operation so that a close watch can be kept on the time taken for each stage.

With the exception of chassis tests all inspection work is under one control. Wherever possible, work is gauged at the machine and no part is allowed to proceed to the next operation unless it conforms to the specified limits. The gauges are returned to the gauge room after the completion of a job and may not be re-issued until they have been minutely inspected by a special staff, and the same system is applied to jigs and fixtures. All jigs and fixtures and the majority of the tools are made in the Tool Room which is equipped with extremely accurate machines specially made for this class of work. This department is also responsible for the repair and maintenance of tools and fixtures.

A section which is always surrounded by a certain glamour owing to the "hush-hush" nature of much of the work, is the Experimental Department. It is here that new types of engines or chassis are first tried out, and the equipment necessarily includes the most modern and accurate testing appliances. A full power run of 100 hours is one of the many tests undergone by new engines, and during this time half-hourly readings of the temperature of cooling water, exhaust gas, lubricating oil, etc., are taken. Experimental chassis first take the road in the hands of this department and undergo full load trials of at least 30,000 miles each, the testers working day and night in three shifts till the required mileage has been run up. Valuable data with regard to tyres, fuels and lubricants are gained from these tests, apart from the exhaustive information with regard to the performance of the chassis itself. The Experimental Department is also responsible for trying out new components and proprietary articles such as electrical equipment, carburetters, etc., so that all possible precautions are taken to prevent inefficient or defective parts being included on an Albion vehicle.

Probably one of the most interesting departments from the point of view of a visitor to the Albion works is the laboratory, which is so completely equipped that it can undertake practically any type of chemical or physical research work. The micro-camera or photo-microscope is in almost constant use for examining samples of heat-treatment and case-hardening, and it is most instructive to see the highly magnified image of a polished section of a case-hardened part thrown on the screen, when the complete contrast in the metallic structure of the hardened and unhardened parts becomes obvious. This useful instrument can be adjusted to magnify a part of anything from 100 to over 1,000 diameters. The strength of materials is examined by two methods. The Izod impact tester measures the work done in snapping a test piece of a given size, while the Olsen 50-ton tensile tester gives readings showing the force which is required to stretch permanently a test piece and also the tension when the piece finally snaps. Hardness tests are continually in progress, the instruments used being the Brinell machine which presses a steel ball on the surface to be tested with a pre-determined force, the diameter of the impression being measured and giving a measure of comparative hardness. A machine on a similar principle is the Firth Hardometer which uses a small diamond instead of a steel ball. In the case of parts liable to be defaced by other methods, the hardness is tested by the Shore Scleroscope in which a steel ball is dropped on to the test piece in a graduated tube, the height to which it bounces giving a reading from which comparative hardness can be easily calculated. A small electric furnace is in constant use in connection with examination of the amount of carbon in various steels. The carbon is burnt out of the steel samples at a temperature of 950 to 1,000 degrees Centigrade (ten times the heat of boiling water), and converted to carbon dioxide gas which is collected and weighed in absorption tubes. Another electric furnace fitted with a direct reading pyrometer is used for experimental research in connection with heat-treatment and case-hardening. Chemical analyses of various materials and examinations of fuels and oils, also form part of the routine work of this department.



LEFT: CHASSIS ON TEST ROLLERS. RIGHT: INDIA OFFICE SIX-WHEELERS BEING PACKED FOR SHIPMENT.

THE SERVICE DEPARTMENT.

To the user of motor vehicles the service organisation of a manufacturer is of quite as much interest as the main factory, as it is to this department he must look for the prompt and accurate supply of spare parts, so that his machine may be quickly on the road again after an accident or an overhaul. In the case of the Albion Company the Service Department is virtually a separate organisation. A feature with an important bearing on the cost of spares is that all parts, with the exception of those for models actually in production in the main factory, are manufactured in the service machine shop using the original jigs, tools and gauges. Thus, not only are the replacement parts exact duplicates of the originals, but they are put through without the trouble and considerable expense of interrupting the work of machines employed on steady work in connection with the output of new vehicles. In the case of current models, of course, a proportion is added to the main output for spares stock. Owing to the durability of Albions it is no uncommon thing for orders to be received for spares for models with 15 to 20 years' road service, and the Albion Company prides

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itself on being able to meet a good proportion of these from stock. While the question of spares supply is being dealt with, reference should be made to the excellent spares lists issued by the Albion Company for all their models. These lists are divided into sections dealing with the various unit assemblies of the chassis, and it is therefore easy to find the name and official number of any particular part. In addition, to make identification easier, most of the parts are clearly illustrated, the reproduction being numbered to correspond with the parts they represent. The repair section of the Service Depot is fully equipped to deal with all types of reconditioning work. Interesting evidence of the efficient organisation of this section is shown by the fact that owing to the uniform durability of Albion vehicles, the cost of complete overhauls can be estimated within about 5 per cent. from a superficial examination and a knowledge of the mileage covered by the machine. The issue of complete engine and other units on loan while those belonging to customers are undergoing overhauls, and the hire of service vehicles to replace those under repair, also come within the sphere of this Department. The Albion Company take a very broad outlook on the question of maintenance, as is indicated by the fact that they are prepared to supply to customers at practically the bare manufacturing cost any special appliances which have been found to facilitate maintenance operations.

BRANCH DEPOTS.

In order to provide adequate service facilities for all users of Albions, service depots with full repair equipment and large stocks of spares have been established in London, Manchester, Sheffield and Birmingham, and these together with stocks of spares at the Leeds and Bristol branches and service agents in the other principal centres comprise an extremely efficient organisation.

Large stocks of spares are also carried by the Albion Motor Car Co. (Australasia), Ltd., in Melbourne, and by concessionaires in other centres where Albions are extensively used.

This brief account of the works and the vehicles produced in them is sufficient to show that the Albion Company manufactures first-class vehicles, and gives users first-class service.

In Parliament.

Railway Level Crossings. Sir W. Edge asked the Minister of Transport how many grants had been made in the last nine months for the removal of level crossings; and what was their aggregate value? **Mr. Herbert Morrison,** replying, said that within the last nine months, nine grants, amounting to £245,149, had been made towards schemes for the elimination of level crossings. Two of the grants were in respect of the acquisition of land and preliminary expenditure pending the submission of details.

Accidents at Level Crossings. Sir W. Hedge asked the Minister of Transport the number of accidents at level crossings during the last 12 months. In reply, **Mr. Herbert Morrison** said that the number of accidents involving personal injury at level crossings, including private and footpath crossings, during 1929, was 70.

Automatic Traffic Signals. Major Glyn asked the Home Secretary whether any decision had been reached in consultation with the City of London Police for the provision of automatic traffic signals in the streets of the Metropolitan and City areas; and whether he would consider sending a mission of police officers to study the methods in use in Paris, Barcelona and other cities of the Continent? **The Home Secretary,** replying, said that the question of these signals was being dealt with by the London and Home Counties Traffic Advisory Committee, on which the Metropolitan Police and City Police were both represented. The methods in use in certain continental cities, including Paris, had already been investigated by a representative of the Metropolitan Police, and the possibility of obtaining useful information by visits to foreign countries was being constantly borne in mind.

Horse Traffic in London. Sir F. Nelson asked the Minister of Transport if he could hold out any hope of the elimination of horse traffic from some of the busy thoroughfares of London, thus affording relief from traffic congestion? **Mr. Herbert Morrison,** replying, said that the question was recently considered afresh by the London Traffic Advisory Committee, who arrived at the conclusion, with which he concurred, that the time had not yet arrived when it would be practicable to give effect to the suggestion contained in the Hon. Member's question.

Road Traffic Control Signals. Major Salmon asked the Minister of Transport whether the traffic-control signals in operation in the provinces had proved successful; and whether there had been any decrease in the number of accidents since they were installed? **Mr. Herbert Morrison,** replying, said that he was advised that light signals of a proper type and properly placed at suitable junctions had facilitated the flow of traffic and had to some extent reduced the need for control by police officers on point duty. They might thus be said to have successfully fulfilled their main object. He had no information on which to form an opinion as to the effect of their installation on accidents. Asked what steps were being taken for the erection in the streets of London of electric traffic-control signals? **Mr. Morrison** said that it was proposed, subject to the concurrence of the local authorities, to make an experiment with electric traffic-control signals in Oxford Street. The question of erecting such signals at certain road junctions in other parts of London was also under consideration.

War Department Subsidy Lorries. Mr. Kinley asked the Secretary of State for War whether subsidies were still given to owners of private motor vehicles in order that the vehicles might be used by the Government in time of emergency; and what was the amount given annually per vehicle? **Mr. T. Shaw** said that subsidies were paid at the rate of £40 a year to owners of certain types of lorries, in order that they might be available for purchase by the War Department in emergency.

Light Aeroplane Clubs. Mr. Louis Smith asked the Under-Secretary of State for Air whether, in view of the subsidy given to light aeroplane clubs, any condition was made to the effect that the aeroplanes used by members must be of British manufacture? **Mr. Montague,** replying, said that such a condition had not been considered necessary in the agreements hitherto made with the clubs, in view of the obviously outstanding merits of British light aeroplanes and the extreme improbability of any of the clubs wishing to purchase from abroad. The question of including a stipulation of the sort in the new agreements would be considered.

Commercial Air Services. Lieut.-Commander Kenworthy asked the Under-Secretary of State for Air if he would state the number of civil aircraft in regular commercial service on recognised air routes registered in the British Empire, the United States of America, France, Germany, Italy, and the Union of Socialist Soviet Republics, respectively, at the most recent convenient date? Replying, **Mr. Montague** said that according to the information available, the number of civil aircraft owned by companies operating regular air transport services in His Majesty's Dominions was 227, and the corresponding figures for the other countries were: United States of America, 619; France, 411; Germany, 265; Italy, 64. He had no information in regard to the number in the Union of Socialist Soviet Republics.

Road Vehicles—Great Britain.

A RETURN has been issued by the Ministry of Transport giving particulars of the number of motor vehicles registered for the first time under the Roads Act, 1920, during the month of March, 1930. Copies (Price 2/6) can be obtained from His Majesty's Stationery Office, Adastral House, Kingsway, W.C.2.

The return shows the number of each class of vehicle registered for the first time by each licensing and registration authority analysed in detail according to various taxation scales, e.g., motor cars under headings of horse-power, goods vehicles under headings of unladen weight, hackney vehicles under headings of seating capacity, etc.

The number of new motor vehicles registered was 37,565, compared with 42,887 in March, 1929, the figures for the several classes being:—

	March 1930.	March 1929.
Cars taxed on horse power	18,848	21,112
Cycles	11,727	14,649
Hackney Vehicles	1,046	1,411
Goods Vehicles	5,475	5,297
Other Vehicles	469	418
	37,565	42,887

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Furniture Warehousemen and Removers' Association.

Annual Conference.

THE Annual General Meeting of the Furniture Warehousemen and Removers' Association was held at the Hotel Victoria, London, on May 21st last.

The President, Mr. A. E. Millard (Robson & Sons, Ltd.), Newcastle-on-Tyne, presided, and extended a hearty welcome to all.

Proposing the adoption of the Annual Report and Balance Sheet for the year ending 31st March, 1930, the President said that the Report showed the vast amount of work done and the thanks of members were due to the various Committees.

The Report and Balance Sheet were adopted.

ELECTION OF PRESIDENT, 1930-31.

Mr. J. R. Harris proposed that Mr. A. C. Osborn (Curtiss & Sons, Ltd.), Portsmouth, be elected President for the ensuing year. He said that Mr. Osborn was a man who understood the trade thoroughly and had the interests of the industry at heart. Any work he undertook he carried out successfully. (Applause.)

The proposition was seconded and carried with enthusiasm.

Mr. A. C. Osborn thanked the members for the honour conferred upon him and upon the firm he represented.

MR. A. C. OSBORN
(CURTISS & SONS, LTD.),
PRESIDENT.

ELECTIONS OF VICE-PRESIDENTS.

Mr. W. L. Barber proposed that Mr. A. E. Knill (Pickfords, Ltd.), London, be elected Senior Vice-President. He said that Mr. Knill, who needed no introduction to members, had never been shy in working for the Association and he represented the biggest firm in the trade.

The proposition was seconded and carried unanimously.

Mr. Knill, returning thanks, said he appreciated the responsibility and would do his best in the interests of the Association.

Mr. W. H. Brothers proposed the election of Mr. F. W. H. Winwood (Frederick Winwood, Ltd.), Worcester, as Junior Vice-President. He said that Mr. Winwood could turn his hand to anything and would be extremely valuable to the Association. (Applause.)

The proposition was carried unanimously.

Mr. F. W. H. Winwood said he appreciated the great compliment paid to him and he hoped he would be able to justify the choice of the members.

MR. A. E. KNILL
(PICKFORDS, LTD.),
SENIOR VICE-PRESIDENT.

Mr. J. Godden proposed that Mr. G. H. Good (J. J. Allen, Ltd.), Bournemouth, be elected Chairman of Standing Sub-Committee. He said that Mr. Good had already shown the tremendous interest he took in the Association and no work was too great for him if it was to help the Association. It had been the custom for some time for the Chairman of Standing Sub-Committee to continue in office year after year and Mr. H. Mayes had held that position for a considerable time, but from a health point of view Mr. Mayes felt that it would be wise for him to be relieved of the rather strenuous duties of the position and in spite of all endeavours to persuade him otherwise he had declined to allow his name to go forward for re-election. It was interesting to note, continued Mr. Godden, that this year marked the twenty-fifth year of Mr. Mayes' close connection with the Association. (Applause.)

The proposition was carried with acclamation.

Mr. G. H. Good said it was very kind of the members to elect him to the chairmanship of the Standing Sub-Committee and he was only too sorry that Mr. Mayes had found himself unable to carry on. He would like to endorse every word Mr. Godden had said regarding Mr. Mayes, as he was entitled to all the praise and gratitude members could accord him. He would do his best to follow in the footsteps of Mr. Mayes.

A proposition that Mr. F. C. Skinner (Arding & Hobbs, Ltd.), London, be elected Vice-Chairman of Standing Sub-Committee was carried with acclamation.

Mr. Skinner said he thought that little work would fall to his lot whilst they had such an admirable skipper as Mr. Good at the head of the Standing Sub-Committee.

Mr. Victor Brown said there was too much undercutting and not enough confidence amongst members. It was up to every member of the Association to do his best to maintain a proper price for work done.

Mr. G. H. Good proposed that Mr. Victor Brown be elected Hon. Treasurer for the ensuing year. He said that from the inception of the Association Mr. Victor Brown had put his whole energy into it, and there was no doubt that if he was again elected he would continue to look after their financial interests and no man could do it better. (Applause.)

Mr. J. R. Harris referred to the valuable work Mr. Victor Brown had done for the Association, and said that their Hon. Treasurer had been their guiding spirit in financial matters.

The proposition was carried with enthusiasm and a very cordial vote of thanks was passed to Mr. Victor Brown for the admirable work he had done.

MR. F. W. H. WINWOOD
(FREDERICK WINWOOD, LTD.),
JUNIOR VICE-PRESIDENT.

Mr. R. J. Armstrong said that the work Mr. Victor Brown had done during the last 30 years had been invaluable to the industry as a whole.

Mr. F. W. H. Winwood said that had it not been for Mr. Victor Brown he doubted whether the Association would have been started; in any case he did not think it could have occupied the position it did to-day.

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At the conclusion of the ordinary business an Extraordinary General Meeting was held at which the following resolution was passed in substitution for the Extraordinary Resolution confirmed as a Special Resolution on 10th June, 1925, which was rescinded:—

That a second general meeting of the members of the Association be held in the month of November, the first part of the meeting to be for members of the Association only, and that the second part of the meeting be open to non-members by invitation of members. That each Annual General Meeting shall determine the meeting place of the two following general meetings.

* * * *

PROPOSED DESIGN FOR THE ASSOCIATION.

Mr. A. G. Coombe referred to the discussion which took place at Birmingham last November when the question of adopting a design or badge for use of members of the industry was discussed. He said that the Publicity Committee had considered the matter and had been unable to come to a definite decision. Some members of the Committee were somewhat in favour of a badge being available for use on vans of any member who wished to use it. Others were not in favour. Linked up with this question was that of publicity, and his own personal opinion was that the Association could not reach its ultimate objective until they launched some publicity scheme whereby they could tell the public what the Association stood for, and that if they wanted the right firm they must go to a member of the Association. Yet he doubted whether the Association was ready for such a scheme and in any event they had not the funds at present to enable them even to dream about a general publicity campaign.

It was the opinion of the meeting that the question of a new design should not be pursued further at present, Mr. Winwood remarking that members could use the existing badge if they wished to.

SUGGESTED ISSUE OF CERTIFICATES OF MEMBERSHIP AND CONFERMENT OF DEGREES.

Mr. Victor Bishop referred to papers read at the Bi-Annual Meeting, held in Birmingham last November, dealing with the issue of Certificates of Membership and the conferment of degrees, and said that a Committee was formed to consider the questions and its Report would be available shortly.

He said he thought the time had come when the Association should come more into the open and show that it did not exist to countenance anything in the nature of a price ring. The issue of a certificate to a member would really be the Association's confirmation of his capabilities and a certificate could be withdrawn if necessary, thus maintaining a certain amount of discipline amongst members. The conferment of degrees on members was intended to make membership more valuable; as a reward for services rendered and to encourage the gaining of an expert knowledge of the industry.

After discussion it was decided that further consideration of the questions be deferred until the bi-annual meeting in November next.

BI-ANNUAL MEETING, 1930, AND ANNUAL GENERAL MEETING, 1931.

At the invitation of **Mr. A. G. Coombe,** the Chairman of the Metropolitan (London) Centre, it was resolved that the next Bi-Annual meeting should be held in London in November.

Mr. G. H. Good said that as Portsmouth was the home town of their new President, Mr. A. C. Osborn, he moved that the Annual General Meeting in May, 1931, be held at Portsmouth.

The proposition was seconded and carried unanimously.

Mr. F. C. Skinner gave a resumé of the work done by a special committee of the Association of which he is the chairman.

A long discussion took place on a resolution relating to publicity which had been tabled, and in the result it was decided that the Executive Committee, through an appropriate sub-committee, should, if possible, formulate a scheme and endeavour to bring it forward at the bi-annual meeting in November, under which permission could be given to members to issue joint advertisements in the local press, and that a scheme of co-operation between centres or towns, as the Committee might advise, for the benefit of members, be arranged in conjunction.

Mr. G. H. Price moved a hearty vote of thanks to Mr. A. E. Millard for his splendid services as President during the past year.

Mr. Evan Cook supported the proposition, which was carried with enthusiasm.

Mr. A. E. Millard said he could assure the members that his term of office had been a great pleasure to him. Their able secretary, Mr. E. A. Harris had given him excellent assistance and he was very much indebted to him, and all the members were indebted to Mr. Harris. (Applause.)

Mr. G. H. Price addressed the meeting on the subject of Railways and Removal Traffic, and his speech is reported on another page of this issue.

* * * * *

The Banquet.

The Banquet which followed the Annual General Meeting was attended by many distinguished guests.

Mr. A. C. Osborn, the newly-elected President, was in the Chair and submitted the toast of "The King," which was received in the usual loyal manner.

Mr. H. Cooper Day, a Past-President, submitted the toast of the Association. He said that as a young association they had many ideals, and some, but not all, had been attained. What struck him very forcibly was the unfair price cutting tendency that existed to-day. He was not afraid of healthy competition, that was good for the trader and the public; it kept the tradesman up to the mark and he had to adopt up-to-date plant, but there was the man outside the Association who found easy victims in some members of the public who found out, often too late, how the removal work had been done. Such activity by the so-called furniture remover was not fair fighting; it was guerilla warfare, and he was certain that if members put their backs to the wheel something could be done. The furniture removing trade was almost an art; it was certainly a science, so why not broadcast the fact. He thought it would pay them to advertise their service and they could do it much better collectively. They must bring their service to the notice of potential customers, and point out the advantages of coming to members of the Association and not to entrust their work to an outside man.

REPLY BY THE PRESIDENT.

Mr. A. C. Osborn, who was received with great enthusiasm, thanked Mr. Day for the way in which he had proposed the toast of the Association.

He said that was the 30th anniversary dinner of the Association and mentioned that thirty years ago Mr. Victor Brown called together some of the leading firms in the industry and the Furniture Warehousemen and Removers' Association was born. Until then there was no national organisation that carried weight in connection with such questions as hours of labour, wages, liability for damage from moth, and the thousand and one difficulties which faced anyone engaged in the industry. The formation of the Association had largely met those difficulties and, to-day, any member having a problem to solve, could write to the Secretary for help.

The work done by Mr. Victor Brown on behalf of the Association throughout the past thirty years could not be over estimated; might he long be spared to continue. (Loud Applause.)

SOME OF THE ACTIVITIES OF THE ASSOCIATION.

The Association had been instrumental in framing conditions of contract which were universally used by members, and there were a thousand and one ways in which the Association had done invaluable work, not only for their members, but also for the protection of the public, and these members of the public who contemplated a removal should see that the firms they employed were members of the F.W. & R.A.

The Association had its Joint Industrial Council whose work had proved very effective, and questions which had arisen had been adjusted with goodwill and harmony on both sides. They had an Arbitration Committee, a Railways and Removal Traffic Committee, and every assistance was given to members who were in doubt on any question connected with the industry.

They had their own Benevolent Fund which was slowly accumulating funds, and he had hoped during the last year or two that the fund would total £1,000 by the time he reached the Chair. Therefore, it was with much satisfaction that he found that sum exceeded, and he hoped it would be supported by all engaged in the industry.

One of the most encouraging features of the work of the Association was the development of Local Centres. Life in a centre could only be maintained by holding regular meetings.

WHAT OF THE FUTURE?

The future was full of possibilities and contingencies and the outlook made one pause and ponder. The tendency was towards rationalisation. Removing, however,

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still remained an expert's job and individuality still counted. They were going through a period of severe competition and the trade of the world was in a state of depression, but difficulties only emphasised the importance of keeping their heads, coupled with a determination to give the best service. To-day a very high standard was maintained in the industry; their workmen were trained from boyhood; their equipment was the latest and their vans were specially built and used exclusively for removal work, whilst standard cases were used for china, etc., and, of course, cleanliness was of paramount importance. Depositories were specially built, were fire-resisting and were well ventilated, and they had their strong rooms for valuables with special rooms for pianos, etc. It was up to the members to educate the public to look for the highest efficiency and to employ only those firms who were members of the Association and who could give the best service. Service would come first, and the price for which the work was undertaken would be considered in conjunction with the quality of the service provided.

The transport world was faced with far reaching matters. For instance there was the Road Traffic Bill now passing through Parliament and the Hours of Industrial Employment Bill; there was also the question of establishing what was known as the Unilateral system of dealing with road vehicles in connection with loading and unloading. With regard to their Estimators Examination, he hoped this matter would be taken up by their young men, and that employers would stress the importance of their sitting for this examination.

The future well-being of the Association would be largely governed by the activity of the local centres, and more responsibility would rest, in future, on the chairman and secretary of each centre, and he hoped they would realise to the full the importance of the centres to the Association as a whole, and revive interest locally and nationally.

What did they get out of the Association? They got out of it just in proportion to what they put into it. Union created strength and he appealed to members to be loyal to the Association and to invite others to join.

They should look forward to the future with confidence, clear vision and determination, with optimism and not with a misty optic. (Applause.)

Mr. Victor Brown, J.P., C.C., proposed the toast of the "Past Presidents" whose names, he said, were written large upon the memory of each member, and the good work they had done would never be forgotten.

Two of their Past-Presidents would respond to the toast, Mr. F. Walter Payne who was President in 1911-12, and Mr. Harold Currie who was President in 1920-21. Mr. Walter Payne did wonderful work in the past for the Association, and Mr. Harold Currie was the type of man his father was, he was a good chap and a friend of his. (Applause.)

Mr. F. Walter Payne (Past-President), responding, said it made him feel a very old man when he tried to remember for how many years he had known Mr. Victor Brown, and he wondered whether the members of the Association fully realised what Mr. Victor Brown had done for them since the inception of the Association. He believed that most of the gentlemen on the Committee had been put there at the instigation of Mr. Victor Brown, who was a keen business man and looked round for those men who would be of most use to the Association.

Mr. Harold P. Currie, M.Inst.T., said that we who lived in the twentieth century might think we had reached full knowledge of all things. Some few years ago he had the audacity to talk to them of the future of aerial transport in relation to furniture removing. There had been some marvellous aerial exploits since then and we were living in a great age, and he felt that the future of their great industry, so far as transport was concerned, lay in the air.

Britain led the world so far as light aeroplanes were concerned, but we were behind in the establishment of great air lines such as they had in France, Germany and the United States.

Their new President in taking office hoped to realise certain ideals as did all their Presidents, and he might sum up the attitude in which each President came to the Chair in the words of the poet:—

> I will not cease from mortal fight,
> Nor shall my sword sleep in my hand
> Till we have built Jerusalem
> In England's green and pleasant land.

When they spoke of England they spoke of it broadly; when they spoke of Jerusalem they meant that close brotherhood and united understanding which must and would exist between them, and along such lines the future of their industry lay. (Applause.)

Mr. A. E. Knill (Senior Vice-President) extended a hearty welcome to the guests and said how pleased the members were that so many ladies had graced the gathering with their presence

They had with them Sir Francis Agar—a gentleman who helped to carry on the business of the great city of London. They also welcomed their friends from the Commercial Motor Users' Association, Mr. C. le M. Gosselin the President, and Mr. F. G. Bristow the General Secretary. The F.W. & R.A. valued association with the C.M.U.A.

They welcomed also representatives of the British Railways, the finest railways in the world, providing the finest service in the world. He hoped that the railway companies would treat the furniture removers in the future as in the past, as customers. He would, however, ask the railway companies to have patience as the furniture removers could not change their methods or get the public to change their methods in a short time, and he thought the railway companies were realising that if a man wished to travel by coach he would do so, and if he wished his household effects conveyed by road he would have them so conveyed and, therefore, the furniture remover was not exactly a free agent, but was doing his best to put goods on the rail.

Sir Francis Agar said he was glad to have had the privilege, at the invitation of his friend, Mr. Victor Brown, of being present with them that evening.

Mr. C. le M. Gosselin, M.I.A.E., M.Inst.T., President of the Commercial Motor Users' Association said that if the F.W. & R.A. and the C.M.U.A. had found it beneficial to work together in the past, he was sure that they were going to find it absolutely essential to do so in the future in view of the Road Traffic Bill and the Hours of Industrial Employment Bill now before Parliament, and it would require their united efforts to protect the interests of those for whom they catered.

There never was a time in their history when it was more necessary that they should have universal support from every one of their respective members.

Mr. A. Maynard, Assistant Chief Goods Manager, Great Western Railway, said that the railway companies had every desire to work with the furniture removers, and he hoped that sooner or later they would be able to get closer together than they were at the present moment. After all the railway companies recognised that the furniture removing trade was one of the oldest, but the railways had been established for over one hundred years and had the means for conveying and must press for traffic including furniture removals. They would prefer to get removal traffic and had every desire to get it in co-operation with the furniture removers as that seemed to him to be the best solution for both sides. The F.W. & R.A. wished to avoid price cutting—the railway companies were with them; they wished to advertise—the railways were with them, and on those grounds he wished the F.W. & R.A. every success.

Mrs. F. G. Bristow responded on behalf of the ladies and congratulated the President on being elected to the Chair.

Mr. F. W. H. Winwood (Junior Vice-President) said he intended to obstruct the proceedings in the sacred cause of charity, namely, the Benevolent Fund of the Furniture Warehousemen and Removers' Association.

What did the Fund seek to do? It was initiated with the object of helping any of their members who through circumstances beyond their control had fallen by the wayside; to assist members of their clerical or managerial staff who had met with some unexpected misfortune, and last but by no means least, the Fund was designed to care for the little ones who might be left uncared for. The Fund totalled just over £1,000, but that was not nearly enough. As members of an association they were a family and it was their duty to protect those members of the family who were in need.

Mr. G. H. Good proposed the health of the President, Mr. A. C. Osborn. He said that by his business knowledge, his experience, and the quiet and unassuming manner in which he viewed the problems always confronting the industry, their President had endeared himself to them all, and those were qualities which had enabled him to reach the chairmanship of the large business with which he was connected.

That their President would do himself and the Association justice during his year of office they were confident, but that he himself would be satisfied with what he was able to do was doubtful, but of one thing they could be certain and that was that their President would enjoy every moment of his year of office.

The President, in reply, said he would do his best and would work as hard as he could in the interests of the Association.

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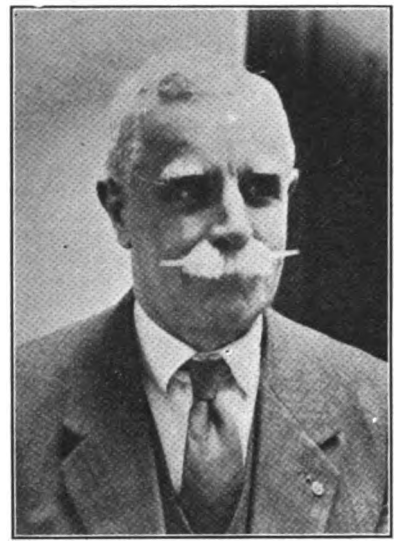
British Association of International Furniture Removers.

THE Eighth Annual General Meeting of members of the British Association of International Furniture Removers was held at the Hotel Victoria, London, on May 21st last.

In the absence, through illness, of the President, **Mr. T. A. Chambers** (Anderson, Stanford & Ridgeway, Ltd.), Dublin, **Mr. J. Riley** (James Riley & Sons), Derby, presided.

The Annual Report and Balance Sheet for the year ending 31st January, 1930, which had been circulated to all members, was adopted.

Before the members proceeded to elect the officers for the ensuing year, Mr. J. Riley said how deeply they all regretted the illness of Mr. T. A. Chambers, and how much they had missed his presence amongst them during the year.



MR. J. RILEY,
(JAMES RILEY & SONS, DERBY),
PRESIDENT.

ELECTION OF OFFICERS.

Mr. J. Riley (James Riley & Sons), Derby, was unanimously elected President for the ensuing year.

Mr. Evan Cook (Evan Cook's Depositories, Ltd.), London, was elected Vice-President, and **Mr. E. Woodbridge** (Woodbridge & Co., Ltd.), London, was re-elected Honorary Treasurer and thanked for his services.

DECLARATION OF RESULT OF BALLOT FOR ELECTION TO COUNCIL.

It was reported that as the number of nominations to the Council received, so far as affected members in the British Isles, did not exceed the number of vacancies, a ballot had not been necessary. As to overseas members of the Council, Mr. H. Menkes (La Continentale Menkes), Brussels, and Mr. M. Rawlinson (M. Rawlinson, Ltd.), Toronto, Canada, had been nominated and were duly elected.

Mr. W. H. Brothers said that as Mr. Evan Cook had been elected a Vice-President one vacancy on the Council was thus created, and he had pleasure in proposing that Mr. G. Evan Cook be elected to the Council. This proposition was seconded and carried unanimously.

The following resolution was passed:—"That when an elected Member of the Council fails to attend four consecutive Council Meetings without apologising for non-attendance, a letter on the matter be addressed to such Member, and in the case of no satisfactory reply being received the Council be empowered to remove such Member and to elect a substitute for the unexpired period of his term of office."

ANNUAL MEETING, 1931.

There was some discussion as to the venue of the 1931 Annual General Meeting. Several members expressed the opinion that the most convenient centre was London.

The President pointed out that it had been the custom to hold their Annual General Meeting in the same city or town where the Annual Meeting of the parent body was held, and eventually it was decided to leave the matter in the hands of the Council to decide, after it was known where the Furniture Warehousemen and Removers' Association would meet next year.*

One of the items on the Agenda proposed that Rule 3 of the Constitution of the Association be amended to provide that the President for the time being of the Furniture Warehousemen and Removers' Association should be, ex Officio, a member of the Executive Committee of the British Association of International Furniture Removers.

The Secretary pointed out that the proposed revision was more in the nature of a reciprocal arrangement, as the Furniture Warehousemen and Removers' Association had already decided that the President of the British Association of International Furniture Removers should be ex officio a member of the Executive Committee of the parent body, provided that he or the firm he represented was a member of the F.W.& R.A.

During the discussion on this question one member pointed out that the proposed revision of the rule meant that they were opening the British Association of International Furniture Removers to a gentleman who might not be a member of the International body, but Mr. W. H. Brothers said that the idea underlying the proposed change of rule was to enable them to have a liaison officer between the two Executives.

The Chairman said that if the President for the time being of the parent body was not already a member of the British Association of International Furniture Removers, the fact that they had altered their rules to enable him to be a member of their Executive could be used as an argument for getting him to join them. (Laughter.)

The proposed revision of Rule 3 was then agreed to.

At the conclusion of the business on the Agenda Mr. J. Riley thanked the members for the honour they had conferred upon him in electing him their President for the ensuing year, and said he would undertake to do his best in the interests of the Association. (Applause.)

The President then proposed that a cordial letter of thanks be sent to **Mr. T. A. Chambers**, the retiring President, for his services during the past year, and expressing the sympathy of all the members with him in his illness and the hope that he would be quickly restored to health. The members expressed their full concurrence with the course proposed by the President.

* As reported elsewhere in this issue the Furniture Warehousemen and Removers' Association have decided to hold the 1931 Conference at Portsmouth.—Editor.

Furniture Warehousemen and Removers' Association.

Benevolent Fund.

THE Annual General Meeting of the members of the Benevolent Fund of the Furniture Warehousemen and Removers' Association, was held at the Hotel Victoria, London, on May 21st last.

Mr. A. C. Osborn presided, and proposed the adoption of the Annual Report and Balance Sheet for the year ending 31st March, 1930. The proposition was seconded and carried unanimously.

The Annual Report states that the subscriptions from both Employers and Employees show an increase as compared with the previous year. The Committee point out that it will be evident, in view of the desire to deal with cases of distress out of current revenue, how important it is that present members should bring the beneficent work to the notice of those not at present members, with a view to inducing them to join and thus strengthen the Fund. It is hoped that much will be done by Centres to augment the Funds and that every Centre will endeavour to raise some sum during the coming year.

Mr. Victor Brown, J.P., C.C., Mr. A. C. Osborn, and Mr. J. R. Harris were re-elected Trustees.

The following proposed resolution, put forward by a member, was on the agenda:—"In order that the Benevolent Fund may raise a sufficient amount to be invested to produce such a sum as shall be necessary to afford adequate assistance to all subscribers, the yearly subscription for employees shall be £2 2s. per annum and for employers £4 4s. per annum, and that the rules be altered accordingly." It was decided that the Benevolent Fund Committee should consider this question and that the matter be brought up at the next Bi-Annual Meeting for discussion.

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Railways and Removal Traffic.

AT the Annual conference of the Furniture Warehousemen and Removers' Association, held in London on May 21st last and reported elsewhere in this issue, **Mr. G. H. PRICE** (Mousell Bros., Ltd.), Birmingham, in the course of an address on "Railways and Removal Traffic," recalled the events of the past few years and said all could remember the time when their largest monthly cheque was drawn in favour of the railway companies, and except for little differences of opinion in regard to rebates or claims, it was to their mutual advantage to cultivate a happy relationship. It had always surprised him that the railway companies did not recognise the necessity for organising a body of travellers to look after the interests of the furniture removers, as they did in such branches of industry as the timber and cattle trades, and set up a separate department to deal with the matter. With the coming of the steam wagon and motor vehicle, furniture removers began to lose their close contact with the railway companies, and had there been a special department, with a responsible head, to look after that branch of the railway companies' business, undoubtedly the position would have been noted earlier than it was.

It was not until January, 1926, when the Railway Rates Tribunal had reduced rates on furniture from class 4 to class 3, and after nearly every furniture remover had sunk capital in supplying himself with motor vehicles, that the railway companies realised what a profitable business they had lost.

The railways approached the furniture removers on January 4th, 1926, and, at their request, a conference took place, and the Association made many suggestions which it was thought would be helpful in encouraging removal traffic to the rails, but they were careful to tell the companies that the railways could not look for an immediate return for the concessions the Companies had made. This the Railway Companies appeared to appreciate, and said that as the motor vehicles owned by furniture removers wore out they hoped the traffic would revert to the rails. The railway companies issued special circulars to their Agents which embraced, largely, the views of the furniture removers. This showed that at that time the railway companies were anxious to meet the requirements of the removal industry in order to get back the business of the furniture removers.

MR. G. H. PRICE.

The Railways Act of 1921 formed the railways into four groups, and with the advent of Sir Josiah Stamp into the railway world there was initiated an able press campaign, and at the psychological moment the Railways brought forward their Bills in the House of Commons for Road Transport Powers, which were passed by a large majority for reference to a Select Committee—and ultimately secured their Road Powers.

Up to the present time the railways had confined their efforts mainly to securing as much as they could of the road passenger traffic, but there was now evidence that the companies were endeavouring to obtain a bigger share of the road haulage business.

Meanwhile the severe road competition had driven the Railway Companies to consider other methods, and, to save the cost of packing and extra handling of merchandise, the "Container" was devised. The furniture removers were assured by the Companies that upon its first introduction it was not allowed to be used for furniture, but so numerous did the enquiries for the Container for furniture work become, that eventually the Companies withdrew their ban and to-day they were being used for removals.

After the first conference between the railways and the Association, the Railway Companies suggested periodical meetings to discuss matters of mutual interest and these meetings had been going on ever since, and the Association was thus able to see the trend of the Railway Companies' policy. The railway representatives continually impressed upon them their disappointment at the results from the concessions made to the furniture removing trade, whilst on the other hand they said that their removal traffic with the public direct was steadily increasing. One was therefore driven to expect that they were likely to cultivate the business with the public direct to the detriment of business with the members of the Association. Nevertheless, the companies still said that they preferred to have the business through the trade, but that as the trade did not give them the business, they must, sooner or later, go all out to get it direct. That would mean that the railways would be in open competition with the removal trade.

The railway companies complained that in some cases a furniture remover who had been introduced to a customer by the railways had secured the job and then sent the goods by road. It might be that the customer insisted on road transport and the circumstances in such a case should be explained to the railways to avoid embittering them against the furniture removers. Another complaint was that some removers, even if they found it cheaper to send goods by rail, still persisted in going by road, and yet another cause for complaint was becoming more frequent viz., that Depository owners were refusing to load Containers sent to their warehouses for transit by rail or to afford reasonable facilities to the Companies. It must be borne in mind that the Railways were bound to quote rates when asked and naturally followed up the enquiries to secure the business to their lines.

Dealing with the furniture removers point of view, Mr. Price said that complaints were received from centres and individual members that the railway companies quoted lump sum prices for removals, and it was contended that in some instances the railways were undertaking packing, unfixing, refixing and other work connected with removals, and that whether the railways actually did that work or not they quoted for it, and, of course, prices were brought down, and that if a furniture remover wanted the job he had to reduce his price in order to meet the quotations of the railway companies. In some cases the railway companies were even asking members of the Association to tell them the weights and quantity of goods to be removed, what containers would be required and what packing material would be necessary. It seemed that the railway companies could only want such information in order to give the customer a practically inclusive price, although they said that they did no more than give to the public an approximate idea of the total cost.

The railway companies insisted that they must recover a fair share of the furniture removing business, particularly so far as long distance removals were concerned, and it was obvious that unless the furniture removers could give the railway companies substantially more business and give it without further delay, they would have to meet keen competition from the railways.

The railway companies acted as one unit. As an industry, could the furniture warehousemen and removers say that they were united in the same way? Members seemed to lose sight of the great importance of acting unitedly, and seemed inclined to take an independent line, but it was a vital source of weakness if their representatives could not go into any conference feeling assured that they had the united support of the members behind them.

Was it possible to arrive at some amicable arrangement with the railway companies? He did not know whether by concessions on both sides they could work together.

There were, of course, certain restrictions imposed by Parliament which militated against the railways carrying out removals in the same way as did members of the industry. They could not, for instance, quote a definite lump sum for a removal and whatever charges they proposed to make had to be exhibited at their stations for the public to see, and it really did seem that it would be in the interests of the railway companies to leave furniture removers to carry out their specialised work, and he was inclined to think that the railway companies would prefer to row in the same boat with the furniture removers. The railways said that they were not concerned with the charges made to the public by a furniture remover so long

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as he did not kill the railway companies business, and they complained that when they introduced a remover to a customer the chance of the goods going by rail was often killed by the remover adding too big a percentage to the price quoted him by the railways and the goods then went by road.

In conclusion, Mr. Price said that he had suggested that it might be possible for a panel to be drawn up for each town or district containing the names of members of the Association who would be prepared to work with the railway companies, i.e., those who would be willing to co-operate with the railways in connection with an enquiry. He was not suggesting for a moment that a furniture remover should surrender his business to the railways, but if the railways had an enquiry for a price for a removal by container it had been suggested to them that they should ring up one of the firms on the panel and get him to quote his lowest price for the removal based on the railway charges.

It followed, of course, that if the member secured the order the goods would be sent on the rails of the company which introduced the business. He knew that the proposal contained many difficulties, but he did feel that they must endeavour to find some means whereby they could help the railway companies and at the same time be free to carry on their legitimate business as furniture removers.

New Pyrene Works.

Opened by Lord Brentford.

It was particularly appropriate that the opening of the magnificent new building erected by the Pyrene Co., Ltd., on the Great West Road, should take place during the week following the National Safety Week, and that the event should be entrusted to Lord Brentford, the President of the National "Safety First" Association, who has taken such a keen and active interest in accident prevention in every branch.

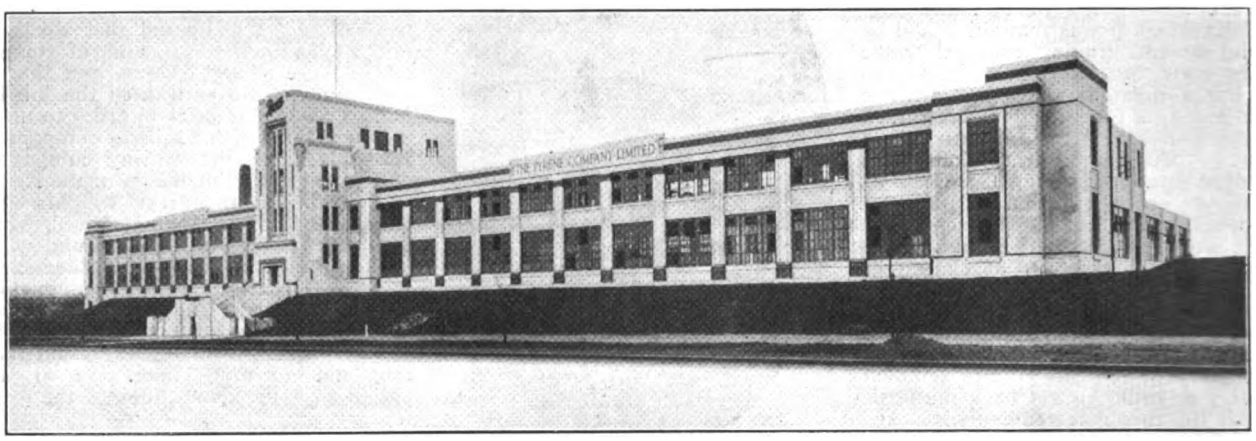
In honour of the occasion a large and distinguished company met at the works on Wednesday, May 28th last, at the invitation of the Directors of the Company, to take part in the opening ceremony, which included a luncheon at which some 380 visitors sat down.

The speeches which followed the luncheon were appropriate to the occasion, describing not only the romantic development of the Pyrene business from the smallest dimensions until the present day, but also emphasising the seriousness of the accidents occurring every year through fire. When one is faced with the fact that the loss in property by fire for Great Britain alone, in 1929, amounted to over £15,000,000, one gets some idea of the vast field to be covered by such a firm as the Pyrene Company, and one also begins to realise that there is a reason why the business has extended so rapidly, until it is housed in the magnificent building shown in our illustration. It has a facade measuring 480 ft. and stands on a site of just over 3 acres, and the building has a floor area of 78,640 sq. ft.

In connection with the opening a magnificent brochure was issued which we consider will form an ideal for publications of this character for a long time to come. The artist's drawings, reproduced so that they look like original pencil drawings, the small sketches to the right and left of the respective pages, and the colour work on the frontispiece, reproducing faithfully the magnificent tower in the centre of the building, all help to give an effect which renders the brochure in a class by itself.

The works are admirably laid out for their purpose, the various shops being on either side of a straight passageway, securing a minimum of waste of time and energy, with a maximum efficiency, one workshop leading into another as the various processes are carried out.

On the first floor are the offices which are splendidly lighted on both sides so that the staff work under ideal conditions, and on this floor is the excellent canteen and special luncheon room. The canteen, by means of dark blinds, can be turned at any time into a spacious cinema and is fitted up with complete cinema apparatus, including the Pyrene automatic film fire extinguisher.



Photo] [Wakefields, Ealing, W.5.

VIEW SHOWING FRONTAGE OF PYRENE BUILDING ON GREAT WEST ROAD.

Following the luncheon a demonstration of fire extinguishing was carried out on a large scale in the spacious demonstration ground, a large oil tank, measuring 30 ft. in diameter, being set on fire and allowed to obtain a thorough hold before steps were taken to deal with it. Two pipe lines for conveying the "Phomene" foam were connected with the tank and within a minute and a half the huge fire was completely subdued and extinguished.

It should be emphasised that while the Pyrene Company specialise in the Pyrene hand fire extinguisher, they also do a very big business in larger fire extinguisher appliances, separate department being devoted to the construction of "Phomene" and "Conquest" fire extinguishers of all sizes.

A recent development of the business is the Bumper Department where bumpers for motor cars are produced in large quantities.

Horse and Motor Transport Costs. — Comparative statistics of the costs of collecting house and shop refuse by horse and by motor vehicle have been put before the Accrington Town Council by the sanitary officer. These show that in a recent period the cost per ton was 5s. 7.1d. by motor and 4s. 6.9d. by horse. Alderman Rawson announced that a further trial between the two systems was to be made, but at present all Corporation horses were fully engaged. No one doubted, he said, that horses were cheaper for central town collection, but whether they were economical for the longer distances had to be proved.

Long Distance Goods Haulage.—On page 394 of our May issue we gave particulars regarding the formation of a National Committee to consider the question of long distance goods haulage. In addition to the firms whose names we printed in our report as being identified with the movement, the Committee state that many more firms in the haulage industry have signified their approval of the objects of the Committee and desire to be affiliated to the movement. Enquiries should be addressed to the Hon. Secretary, Long Distance Road Haulage Committee of Enquiry, 12 Grosvenor Gardens, London, S.W.1.

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Road Traffic Bill.

Committee Stage Concluded and Bill ordered to be reported to the House.

THE sittings of Standing Committee C of the House of Commons have concluded, and the Road Traffic Bill, as amended, has been ordered to be reported to the House.

TRAFFIC COMMISSIONERS.

In the course of the discussion on Clause 60 dealing with the appointment of Traffic Commissioners, the Minister of Transport said he wanted the Commissioners, in their work, to conform to a general national policy of traffic co-ordination, but he wanted them, within the bounds of that policy, to feel that they were really free, independent men, acting judicially according to the evidence of each case put before them. That was particularly important when it was remembered that an appeal lay from the Commissioners to the Minister.

Part of sub-section (2) of Clause 60 lays it down that where the Minister of Transport proposes to appoint a person to be a traffic commissioner he shall require that person to declare whether he has any, and if so what, financial interest in any transport undertaking which carries passengers within the traffic area.

Mr. Remer moved that a person should declare whether he was a member of a local authority controlling any transport undertaking.

Mr. Herbert Morrison pointed out that with regard to the local authority, a councillor had no financial interest in the transport undertakings of his council; only the public interest was at stake. He was in an entirely different category from a person who had a very large holding in a private omnibus company, or might be a director of a private omnibus company.

The Amendment was rejected on a division.

An amendment moved by the Minister of Transport to the effect that a person whom it was proposed to appoint to be a traffic commissioner must declare whether he had any, and if so what, financial interest in any transport undertaking which carries passengers wherever those interests might be, was agreed to.

CERTIFICATES OF FITNESS OF VEHICLES.

Colonel Howard-Bury moved, with regard to Clause 65, that no Certificate of Fitness should be given to a public service vehicle unless satisfactory first-aid appliances against fire were provided.

The Minister of Transport said that as the Committee would see the Minister had powers to prescribe the equipment which a public service vehicle should carry, and the fire extinguisher was definitely part of the equipment and could be covered quite readily under the Regulations. He could definitely assure the Committee that among the equipment which he should require public service vehicles to carry was equipment for dealing with fire. They should enforce the carrying of extinguishers, but it was desirable to do it by Regulation rather than by Statute.

Amendment, by leave, withdrawn.

ROAD SERVICE LICENCES.

With regard to Clause 69 dealing with Road Service Licences Colonel Howard-Bury moved that a road service licence should not be required for a public service vehicle when used for the conveyance of passengers at separate fares on an occasional seasonal journey to any destination.

VIEWS OF THE C.M.U.A.

Colonel Ashley said he should like to submit to the Committee some considerations sent him by the Commercial Motor Users' Association. They said:

> "It is further submitted that the road service licence should not be required. This licence requires the submission of time-tables and fare tables and particulars of frequency of the service and the time to be taken on the journey."

He suggested to the Committee that it would be very difficult for the form of service indicated by his hon. and gallant friend to submit time-tables and fare tables. It would be almost impossible for them when they were going to many different places, to have a definite fare laid down to each separate place. They might have zone fares, that was quite true. But they might go to hundreds of different places, and it would be almost impossible to submit a fare table to each individual place. It would be equally difficult for them to submit a time-table, because sometimes firms were rung up to supply chars-a-banc at a few hours notice. The C.M.U.A. said further:

> "None of these conditions are applicable to this branch of the motor coach service. The demand and conditions vary from day to day, and the proposed system of road service licences, which is designed for omnibus businesses, would be quite unsuitable and unworkable."

Mr. Herbert Morrison said that with regard to Derby Day and Cup Day traffic, his impression was that a great many of such vehicles as were used for occasional journeys would be hired as a whole and, therefore, would be contract carriages and would not require road service licences. In the case of the odd man who had got an odd vehicle which, on a Bank Holiday or some other day he might like to bring out, he could not see that he was any less in need of public control for that day than the man who had a regular service of vehicles all the year. Road service licences granted could be in perfectly general terms. They might easily take the form of saying that occasional journeys might be taken during the holiday months to specified places without demanding time-tables at all. On the other hand it might be desirable to insist upon time-tables. He could not say that there were insuperable difficulties in the way of the operators submitting time-tables, so that they could have some measure of co-ordination and do what was necessary to protect the normal service provided by the regular operators.

Amendment, by leave, withdrawn.

FAIR WAGES RESOLUTION.

Mr. Herbert Morrison moved to leave out paragraph (a) of sub-section (3). This paragraph reads: (a) The conditions on which persons are employed in connection with the service shall not be such as to endanger the safety of the public or impair the efficiency of the service.

He said that it was undesirable that transport services involving the safety of the public should be manned by persons who were grossly underpaid, ill nourished, badly clothed and, generally, not of sufficient brightness for the job of looking after the safety of the public and running an important service. Thus, the proposal involved, indirectly, that the Commissioners should have regard to the economic condition of the workers engaged in the services. It had been represented to him, however, that the words of paragraph (a) would be exceedingly difficult to apply. Therefore, it was felt that it would be better, at a later stage, to face the question frankly of imposing the fair wages resolution of the House of Commons, for the time being, on licensees running public service vehicles. He thought that matters, having now reached a stage at which they were going to establish, if not a regulated monopoly, something in that direction, they were entitled to say that the transport undertakers should not compete unfairly with each other as regards wages and hours or seek to gain any advantage one over the other, in those respects. He did not want to be involved in the actual settlement of the wages and hours, and, therefore, all that they proposed to do was to make it a condition of the licence that the fair wages resolution of the House of Commons, in force for the time being, should represent the minimum conditions of service in the undertaking. All that that resolution laid down was that if there was agreement between the employers and the trade unions, that agreement was to be observed in government contracts, but if there was no such agreement it was then required that the rates prevalent among good employers in the district should apply. The next point was who was going to settle the question whether or not the fair wages resolution was being carried into effect in those cases, and the procedure would be that the condition which he had described would be attached to the licence and the operator would be required to observe it. A *locus* would be given to bodies representing either the workpeople or the employers engaged in the industry, if the question was raised that the operator was not observing the fair wages resolution. The case would come before the Commissioner in the normal way—although he (the Minister) would not be final on that point—and the Commissioner would listen

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to the trade union accusation and would ask the licensee concerned if he agreed that he was not observing the fair wages resolution. If the licensee admitted that he was not, the Commissioner would either stop his licence or give him time to put himself right. On the other hand, if the employer claimed that he was paying the proper wage rates the Commissioner would say that that was an issue which he could not settle, and the case would be referred to the Minister of Labour, who might in turn, refer it to the Industrial Court merely to see whether or not the fair wages resolution was being observed.

The Amendment was agreed to.

FIXING MINIMUM OR MAXIMUM FARES.

Sub-section (5) provides that where an application has been made for a road service licence it is represented to the Commissioners by any person interested in or affected by the application that it is necessary or desirable in the public interest that the Commissioners should fix the minimum or maximum fares, the Commissioners may fix such fares.

Mr. Remer moved to leave out the words "minimum or."

Mr. Herbert Morrison said that the whole of the economic basis of that part of the Bill was that they were going to establish a National, co-ordinated road transport service and, if they were doing that, he thought they had to see that fares were reasonably adequate as well as not excessive. Certainly it would be no desire of his, nor should he allow the Commissioners to fix minimum fares which were unreasonable; but the public must face it—that recklessly cut fares in the end might be disastrous to an industry. He wanted a national, co-ordinated, respectable, and decent road transport system.

The Amendment was negatived.

The Clause, as amended, was ordered to stand part of the Bill.

TOLLS.

The Committee considered a new clause proposed by Mr. Herbert Morrison, Minister of Transport, for the purpose of incorporating in the Bill the Tolls Bill, which was introduced in the House of Commons by a private member and received a unanimous second reading. It provides that local authorities shall be empowered to acquire toll roads and bridges compulsorily in the event of failure to reach voluntary agreement with the owners. There was a widespread feeling, the Minister said, that tolls on roads and bridges should be swept away at the earliest moment, and he contended that the clause was fairly drawn to meet difficulties and varying circumstances, financial and otherwise.

On the portion of the new clause which permits local authorities after acquiring the tolls to continue to impose charges for a period to be determined by the Minister of Transport, Colonel Ashley moved an amendment to limit the period during which a local authority could charge tolls to 10 years. He said that the object of the Bill was not to help the rates but to abolish tolls as soon as possible.

Mr. Morrison said that there might be circumstances in which tolls could be freed or reduced immediately, and in other cases it might be necessary to allow local authorities to continue to charge tolls for a certain period. If, however, the amendment was agreed to, local authorities would insist upon charging during the maximum period.

The amendment was withdrawn and the clause, with minor amendments, was agreed to.

NEW CLAUSE AFFECTING LONDON.

The Minister of Transport moved a new clause for the purpose of adapting the provisions of the Bill to traffic in the Metropolitan traffic area. He pointed out that, though the London omnibuses were already under reasonably effective control, the machinery of control was not adapted to motor coaches. The Government had under consideration the whole problem of London traffic, and it would be unwise to do anything by means of the Bill to complicate the problem now in view of the intentions of the Government, which were very real intentions. It was proposed, therefore, to apply Part IV. of the Bill with modifications. It was proposed to substitute one Traffic Commissioner for a body of three Traffic Commissioners, and to exclude the London omnibus services, leaving them to be controlled as at present. It was also proposed that there should be control of motor coach services by road service licences to be issued by the Traffic Commissioner. All public service vehicles other than omnibuses would be subject in London to the same control as elsewhere, and would require road service licences which would be issued by the Traffic Commissioner. The police would be given means (subject to the control of the Minister of Transport) to secure that public service vehicles did not use streets which were already too congested, and did not stand where they would cause obstruction to other classes of traffic.

After discussion the clause was agreed to.

SPEED LIMITS.

Lieut.-Col. Howard-Bury moved a number of amendments for the purpose of simplifying the system of speed limits and reducing their number. He pointed out that the specified speeds in the Bill were six in number, viz.:—unlimited speed for private motor cars, and for other classes of vehicles speeds of 30 miles, 20 miles, 16 miles, eight miles, and five miles an hour, and he proposed that the respective speeds should be only three in number.

How were the police to differentiate between the different types of vehicles to which different speed limits were to be given? The amendment he proposed was that the speed limit should be removed in the case of commercial goods and passenger vehicles of less than 2½ tons in weight unladen if fitted with pneumatic tyres and not drawing a trailer; that there should be a speed limit of 35 miles an hour for commercial service and passenger service vehicles over 2½ tons if fitted with pneumatic tyres and not drawing trailers; and 20 miles an hour for vehicles drawing trailers and solid-tyred vehicles. This proposal was supported by the Society of Motor Manufacturers and Traders and the Commercial Motor Users' Association. Many light vans, the speed of which the Bill proposed should be 30 miles an hour, had chassis which, if fitted with private car bodies, would be outside the speed limits. Many private motor cars for which no speed limits were fixed weighed up to 2½ tons. The effect of the different speeds proposed in the Bill would be to encourage the overtaking of traffic on the road, whereas, if the limits were simplified, there would be a steady flow of traffic going roughly at the same speed. It would be almost impossible for the police to set a trap when there were six different standards of speed. The ordinary practice was that the modern commercial vehicle travelled at 35 miles an hour, and the proposal that that speed should be specified in the Bill would only be in accordance with the facts of the situation. The penalties laid down for dangerous and careless driving would provide the necessary means of dealing with contraventions.

The Minister of Transport said that if he could see his way to simplifying the schedule relating to speed limits there would be enormous advantages to the users of the highways, and particularly to the police. If members of the Committee who were specially interested in the question would care to co-operate with the officers of the Ministry of Transport with a view to simplifying the schedule of speeds, he would be willing that they should do so, but he thought they would be driven to the conclusion, as he had been, that the schedule should be as it stood. The amendment would permit the driving of a lorry with a trailer, both with steel wheels, and carrying heavy loads, at 20 miles an hour, with the result that great damage would be done to the highways. A 5-ton lorry carrying a heavy load, the whole weighing possibly up to 9 tons, would be able, under the amendment, if fitted with pneumatic tyres, to go at 35 miles an hour.

Dealing with the speed limits for passenger vehicles Mr. Morrison said that vehicles of 2½ tons unladen could be constructed to carry anything up to 20 passengers; they would weigh, laden, 4 tons or over, and he would be very apprehensive of the results of allowing such vehicles to run without any speed limit at all. It was true that the Royal Commission on Transport recommended that these vehicles should be permitted to travel up to 35 miles an hour, and he did not alter that to 30 miles without very careful consideration. They had to bear in mind that in a smash the modern double-decked omnibus would be a very serious thing; they must think not only of the passengers in the vehicles and others on the road, but also of the strain imposed on drivers if the speed were up to 35 miles an hour. Some motor coaches were already travelling at dangerous speeds.

Colonel Ashley said that the real trouble was that the proposed schedule could not be amended by Order, and the Committee were, therefore, being called upon to give a decision as to speed limits which might remain in force for 20 years.

Mr. Remer said that a limit of 30 miles an hour would be a "crawling speed" for the vehicles in question.

After further discussion, general agreement was expressed with a suggestion made by Lord Erskine that a clause should be proposed on the Report stage to empower the Minister, subject to the consent of Parliament, to

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vary the schedule of speeds. The amendments were then withdrawn, except the proposal that the speed limits for vehicles over 2½ tons should be raised from 30 to 35 miles an hour, and this was defeated by 19 votes to eight.

OMNIBUSES BILL.

The Committee then considered the Omnibuses Bill, the object of which is to give local authorities possessing transport services the power to extend such services without application to Parliament, and agreed, after discussion, to incorporate the provisions of this Bill in the Road Traffic Bill.

Mr. Morrison, who had moved a number of amendments to meet objections taken to these provisions, said that local authorities would now obtain freedom to improve their transport services without costly proceedings in promoting Bills. He believed this would result in valuable co-ordination of transport.

This concluded the Committee stages, and the Bill, as amended was ordered to be reported to the House.

Correspondence.

The Editor is not responsible for the views expressed in letters appearing under this heading. No letter will be inserted unless accompanied by the name and address of the writer, not necessarily for publication, but as evidence of good faith.

WHO CAUSES ROAD ACCIDENTS.

To the Editor of THE WORLD'S CARRIERS.

SIR,—It has never been the desire of the R.A.C. to endeavour to attribute the responsibility for road accidents to any particular class of road user, but rather to enjoin caution, patience and consideration for others on motorists, pedestrians, cyclists and every other person who uses the road.

In the interests of the motoring community, however, I feel that the suggestion contained in a letter from Mr. Foley, the Hon. Secretary of the Pedestrians' Association, must be challenged.

Mr. Foley states that "the 'weighed' responsibility for road accidents, as between motor drivers and pedestrians, is in the proportion of 1 to 200." To support this assertion he quotes from the latest report on the Administration of the Road Fund, wherein it is stated that of 394 serious road accidents outside the London Traffic area investigated by the Ministry of Transport, only 20, or approximately 5 per cent., were due to the fault of pedestrians, and that pedestrians in this country being about 20 times as numerous as motor drivers, the responsibility is in the proportion he gives.

The truth is that the 394 accidents reviewed by the Ministry of Transport (and seized upon by Mr. Foley to prove his case) were specially selected for investigation from the standpoint of the Road Engineer, and were not of a type in which pedestrians were likely to be involved. Indeed, as a result of the Minister's enquiries into these accidents the report states that "it has been possible, in many cases, to secure greater safety for road users by suggesting to the local authorities the desirability of effecting improvements to road junctions and road gradients, the use of additional warning signs in the vicinity of cross roads and danger spots, and other like matters."

A fairer apportionment of responsibility for accidents as between motorists and pedestrians than that evolved by Mr. Foley may be obtained from an examination of the particulars of accidents in the Metropolitan Police District. In the return just issued by the Metropolitan Police it is shown that during the first three months of this year there were 223 fatalities to pedestrians in which vehicles of all descriptions were involved. Of this lamentable total, the great majority is attributed to causes which indicate negligence or carelessness on the part of the pedestrian only. For instance, we learn that 111 pedestrians were killed as a result of "crossing without due care," that others lost their lives through "boarding vehicle in motion," "hesitating and/or faltering," "slipping or falling in crossing," "stepping off refuges without due care," "playing on footway and suddenly stepping into roadway," "improper riding on vehicles," and so on. The total fatalities which might reasonably be ascribed as coming beyond the control of the driver of the vehicle involved amounted to 187. There is even a case of suicide included in the Summary of Fatalities "caused" by vehicles.

Again the Second Report on Street Accidents by the London Traffic Advisory Committee, dated July, 1929, it is shown that in 1928 the total number of persons killed by all vehicles in the Metropolitan Police District was 1,237, and that of these 724 were pedestrians who lost their lives through their own negligence.

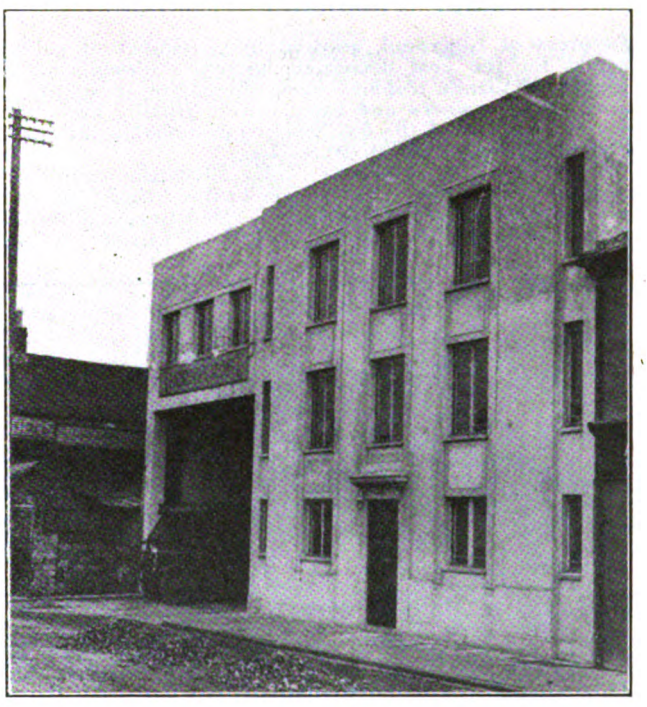
I do not wish to labour the point further, but must protest in the strongest terms against an attempt, unfortunately not isolated, to excuse pedestrians from all responsibility in regard to road accidents, and to fasten the blame almost exclusively on motor vehicles. It is the view of the R.A.C., and one I believe which all fair-minded people will support, that a substantial reduction in the number of accidents can only be secured by the impartial regulation of all road users combined with a more complete realisation by individuals of their respective responsibilities. Unjustified attacks by one section upon another can serve no useful purpose.

I am,
Your obedient servant,
F. P. ARMSTRONG,
Secretary,
Royal Automobile Club.

London, S.W.1.
16th May, 1930.

Thornycroft's New Cardiff Depot.

IN pursuance of their policy of maintaining a chain of service depots in all the principal industrial areas of the country, in order to assist owners of Thornycroft motor vehicles in maintaining them in efficient running condition, John I. Thornycroft & Co., Limited, have established a new depot at Cardiff. It is the latest of their provincial depots, of which they have six already operating in Birmingham, Glasgow, Leeds, London, Manchester and Newcastle, and in view of the fact that there are approximately 600 Thornycroft vehicles in South Wales, the majority of which are in the possession of almost as



JOHN I. THORNYCROFT & CO.'S NEW CARDIFF DEPOT.

many users, it is hoped the depot and the facilities offered, will be widely appreciated and used.

The premises occupy a conveniently central site alongside East Canal Wharf, and in close proximity to the railway station and main thoroughfares of Cardiff. They have a frontage of 60 ft. with an opening into the main garage wide and high enough to accommodate the largest types of vehicles at present, or likely in the future to be, built. The main building is approximately 110 ft. long by 60 ft. wide, and is entirely free from pillars, and well lit by 3 rows of North roof lights. At the rear of this is a workshop of the same width and approximately 75 ft. depth with ample bench space for repair work, and parts of this are partitioned off for spare parts stores and machine shop. Beyond this is a 22 ft. runway of approximately 100 ft. in length, to a rear exit giving a clear run through. The total ground area is approximately 14,500 square feet, including the office buildings which, in addition, have two upper floors.

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Liverpool Horse Parade.

THERE is no event more popular in Liverpool than the annual May Parade of Horses.

Started over 60 years ago, this Parade, on 31st May last, attracted an entry of close on 350 animals, the pick of the city stables. Most of them were Shire horses drawn from the municipal services or owned by cartage contractors chiefly engaged in heavy dock traffic.

After the judging there was a procession of the main city streets, and in front of St. George's Hall the Lady Mayoress of Liverpool, assisted by a number of ladies, judged for the best decorated horses. Although many valuable challenge trophies were offered for competition, in which cartowners and carters were equally keen, the principal delight of the day was unquestionably the thrill of the spectacular street procession.

In the heavy horse section twelve silver challenge cups were the main prizes. The winner of the greatest number of points in the eleven classes, Liverpool Corporation, received the Royal Lancashire Champion Challenge Cup.

Photos] THE PICK OF LIVERPOOL'S HORSES. [World's Carriers.

LEFT: ENTERED BY JOSEPH HANSON & SON, LTD., HUDDERSFIELD, WINNER OF THE CUP FOR THE BEST SHIRE GELDING. THIS CLASS WAS OPEN TO THE UNITED KINGDOM. RIGHT: WINNER OF THE ROYAL LANCASHIRE CHALLENGE CUP FOR THE LIVERPOOL CORPORATION. THIS HORSE GAINED THE LARGEST NUMBER OF POINTS IN THE HEAVY HORSE SECTION.

There was also a class open to the United Kingdom for the best gelding four years old and upwards of the Shire type. The first prize went to Joseph Hanson and Son, Ltd., Huddersfield.

The Liverpool Corporation Health Committee entered 122 horses; L.M.S., 40; Liverpool Cartage Company, 10. The number of firms who participated was close on 100.

Mr. T. Eaton Jones, F.R.C.V.S., chief veterinary officer of the city of Liverpool, was the secretary of the committee which was responsible for the excellent organisation of the parade. Councillor W. T. Roberts, President of the Liverpool Cart and Motor Owners' Association, is the Hon. Treasurer of the May Horse Parade Fund. Several members of the cartage trade acted as stewards.

PRIZE LIST.

The winner of any one cup was debarred from further competition in cups other than championships.

HEAVY HORSE SECTION.

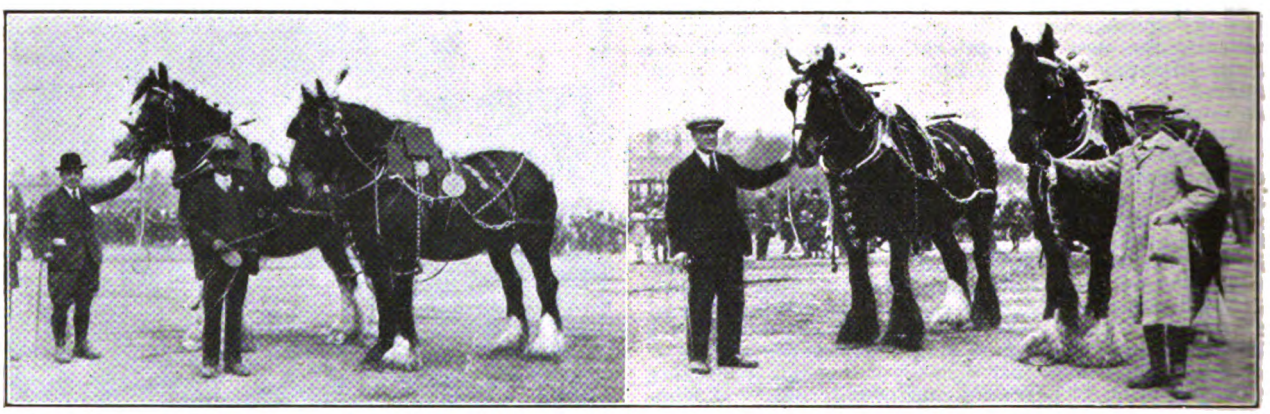
Special Class: Royal Lancashire Championship Cup and a silver replica, Liverpool Corporation.

Open to the United Kingdom (first prize £25 and cup value £35), best gelding 4 years old and upwards, of the Shire type: 1—Joseph Hanson and Son, Ltd., Huddersfield; 2—Mann, Crossman and Paulin, Ltd., London; 3—Geo. Worthington, Alderley Edge; 4—J. W. Warburton, Altrincham.

Grant Cup, value 50 gns., for best group of 20 horses (mares or geldings): 1—Liverpool Corporation; 2—L.M.S. who take the cup.

Lucas Cup, value 20 gns., for best group of ten horses (mares or geldings): 1—Liverpool Corporation; 2—Liverpool Cartage Co.; 3—L.M.S. Liverpool Cartage Co. take the cup.

Smith and Bateson Cup, value 10 gns., for best group of four horses (mares or geldings): 1—Liverpool Corporation; 2—Hobbs and Clark; 3—Liverpool Corporation. Hobbs and Clark take the cup.



Photos] THE PICK OF LIVERPOOL'S HORSES. [World's Carriers.

LEFT: MR. J. METCALFE WITH WINNER OF THE ALD. DOWD CHAMPIONSHIP CUP AND THE LIVERPOOL CORPORATION WINNER OF THE ALD. RICHARD KELLY CHAMPIONSHIP CUP. RIGHT: THE LIVERPOOL CARTAGE CO. PLACED FIRST IN THE CLASS FOR TEAMS OF TWO HORSES OWNED BY CARTOWNERS PLYING FOR HIRE IN LIVERPOOL AND DISTRICT.

Peter Walker and Son Cup, value 15 gns., for best team of two horses (mares or geldings): 1—Liverpool Corporation; 2—Liverpool Corporation; 3—Liverpool Cartage Co. Garlick, Burrell and Edwards, Ltd., take the cup.

Liverpool Cart and Motor Owners' Association, Ltd., Cup, value 25 gns., for best team of two horses (mares or geldings) competed for by cartowners plying for hire within a radius of six miles from Liverpool Town Hall: 1—Liverpool Cartage Co.; 2—Hobbs and Clark; 3—Hobbs and Clark. A Hughes takes the cup.

William Edwards Cup, value 7 gns., for best mare or gelding competed for by cartowners plying for hire within a radius of six miles from Liverpool Town Hall; 1—Hobbs

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and Clark; 2—Liverpool Cartage Co.; 3—Hobbs and Clark. W. Roberts and Son take the cup.

Dowd Cup, value 10 gns., for the best gelding exhibited working in Liverpool and Bootle: 1—J. Metcalfe; 2—Hobbs and Clark; 3—Liverpool Corporation. J. Metcalfe takes the cup.

Kelly Cup, for best mare exhibited working in Liverpool and Bootle: 1—Liverpool Corporation: 2—Hobbs and Clark; 3—L.M.S. Liverpool Corporation takes the cup.

Liverpool Cartage Co. Cup, value 10 gns., for the best mare or gelding working regularly in Liverpool and Bootle for five years and upwards in one continuous employ: 1—Liverpool Cartage Co.; 2—Garlick, Burrell and Edwards, Ltd.; 3—Liverpool Corporation. Thomas Orford and Sons take the cup.

Nuera Cup, silver trophy, value 10 gns. (presented by Messrs. F. Alderson, Ltd., Bootle) for the best mare or gelding to be competed for by owners of a stud of not more than 30 horses: 1—J. Metcalfe; 2—C. J. Hinns; 3—W. Roberts and Son. J. Metcalfe takes the cup.

Charles Still Cup, value 7 gns., for the best mare or gelding to be competed for by cartowners entirely dependent upon plying for hire for a livelihood in Liverpool and Bootle, having a stud of not more than ten horses: 1—A. Hughes; 2—Thos. Orford; 3—P'eter Balmer and Son. Peter Balmer and Son take the cup.

LIGHT HORSE SECTION.

W. W. Kelly Cup, value five gns., for best two wheeled turnout (light horse, not exceeding 15 hands) judged as a "turn-out" on a percentage of points: 1—J. Rushton; 2—W. T. Morton; 3—J. E. Low. J. Rushton takes the cup.

W. T. Roberts Cup, value 20 gns., for best two-wheeled turn-out (light horse over 15 hands): 1—J. Hogg; 2 and 3—E. Rushton. J. Hogg takes the cup.

Meade-King Cup, value 10 gns., for best two-wheeled turn-out (vanner) comprising tradesmen's carts, goods floats, etc.: 1—Garston C.W.S.; 2—R. Jones and Son; 3—J. Greig, Ltd. Garston C.W.S. takes the cup.

Bowring Cup, value 10 gns., for best four-wheeled turn-out (light vanner, single horse) judged as a "turn-out" on a percentage of points: 1—Lune Laundry; 2—J. G. Hannigan; 3—C. Griffiths and Son. Lune Laundry take the cup.

Cup, value 10 gns., for best four-wheeled turn-out (heavy vanner, single horse) comprising tradesmen's vans, light lorries, etc.: 1—Smith and Bateson; 2—William Guinan, Ltd.; 3—Thos. Orford and Sons. Smith and Bateson take the cup.

Cowkeepers class, confined to members of the Association for the best two-wheeled turn-out (light horse). No animal to exceed £60 in value: 1—J. Rushton; 2—W. T. Morton; 3—J. Hogg, Junr.

CLEANEST AND BEST APPOINTED HORSE SECTION.

"D. C. Williams" Cup for cleanest and best appointed heavy draught horses and gears: 1—T. Baker (Liverpool Corporation); 2—E. Moss (Liverpool Cartage Company).

Medals and premiums presented by the Shire Horse Society were awarded for Liverpool cartowners' (plying for hire) exhibits and Liverpool Corporation, railway companies' and tradesmen's exhibits. Silver medals presented by the Royal Lancashire Agricultural Society were awarded for the best group of 20 horses (mares or geldings), for the best gelding, and for the best mare exhibited.

Obituary.

Robert Hope Selbie, C.B.E.

WE deeply regret to announce the death of Mr. Robert Hope Selbie, C.B.E., General Manager of the Metropolitan Railway, which occurred with tragic suddenness in St. Paul's Cathedral on the 17th May last. Mr. Selbie had been general manager of the Metropolitan Railway since 1908, having previously been associated with the Lancashire and Yorkshire Railway. When he first came to London the Metropolitan Railway was being electrified and he was responsible for initiating and carrying through important developments since that time. Mr. Selbie was the eighth President of the Institute of Transport, being inducted to that important position at a meeting of the Institute held on October 4th, 1926, and at the time of his death he was a member of the Council. During the war Mr. Selbie was Board of Trade Controller of Horse Transport and he also acted as chairman of the Board of Trade Committee on the Use and Feeding of Horses.

THE LATE MR. ROBERT HOPE SELBIE, C.B.E.

International Motor Exhibition. — The International Motor Exhibition will be held at Olympia, London, from October 16th to 25th next. This year the scope of the Exhibition will be extended to provide for exhibits of motor boats, marine engines, accessories and equipment, service and garage equipment, for which accommodation will be provided in the Empire Hall, the latest addition to the Olympia premises.

In the Honours List.

IN the list of honours conferred by His Majesty The King on the occasion of his birthday are the names of the following gentlemen:—

BARONET.

Basil Mott, C.B., Consulting Engineer, Past President of the Institution of Civil Engineers. (Member of the Institute of Transport.)

Frederick Henry Royce, O.B.E., Founder, Director and Chief Engineer of Rolls-Royce, Limited.

C.B. (CIVIL DIVISION).

Charles Herbert Bressey, C.B.E., Chief Engineer, Roads Department, Ministry of Transport. (Member of the Institute of Transport.)

Society of Motor Manufacturers and Traders.

Election of Officers for the Year 1930/31.

The Annual Election of Officers of the Society of Motor Manufacturers and Traders took place at a Meeting of the Council held on the 15th May last. Mr. E. H. Blake succeeds Mr. J. Maughfling as President. Mr. Blake is Deputy Managing Director of Messrs. Morris Motors, Ltd., and has been a prominent Member of the Council for some years. Mr. Maughfling, as the immediate Past-President, becomes the Deputy President of the Society in succession to Sir George Beharrell. Mr. P. F. Bennett, Deputy Chairman and Joint Managing Director of Joseph Lucas, Ltd., and Mr. A. Perman, M.I.M.E., A.I.N.A., Managing Director of Perman & Co., Ltd., become Vice-Presidents in succession to Mr. W. E. Bullock and Mr. W. M. Iliff. Mr. Leslie Walton, Chairman of Vauxhall Motors, Ltd., is re-appointed Honorary Treasurer of the Society.

London Chamber of Commerce.

AT the meeting of the Council of the London Chamber of Commerce, held on May 13th, Sir Alexander Gibb, C.B.E., C.B., Sir Geoffrey Clarke, C.S.I., O.B.E., and Mr. S. H. Cotton were re-elected Chairman and Deputy-Chairman of the Council, and Treasurer, respectively, for the ensuing year. Sir Alexander Gibb is actively connected with some of the most important transport undertakings. Sir Geoffrey Clarke is Joint Managing Director of the Telegraph Construction and Maintenance Co. and a Director of the P. & O. and British India Steam Navigation Co. Mr. S. H. Cotton is Senior Partner of Messrs. Culverwell, Brooks & Co. (Hide, Skin & Fur Brokers).

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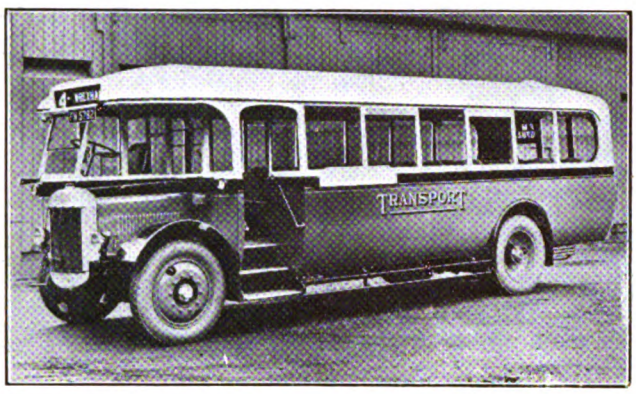
Motor Coach and Bus Notes.

Express Coaches for the Wrexham & District Transport Co.—The Wrexham & District Transport Co., Ltd., operate regular services in and around Wrexham, Chester, Oswestry, Buckley, Bangor and Corwen and other places, and their approximate mileage of routes is 288. They operate a very large fleet of Tilling-Stevens "Express" chassis and our photograph shows one of a number of further vehicles of this type recently delivered by Tilling-Stevens Motors, Ltd., 5, Iddesleigh House, Caxton Street,

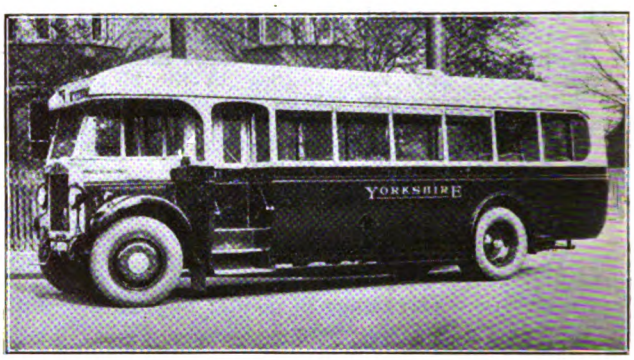


TILLING-STEVENS "EXPRESS" FOR WREXHAM & DISTRICT TRANSPORT CO.

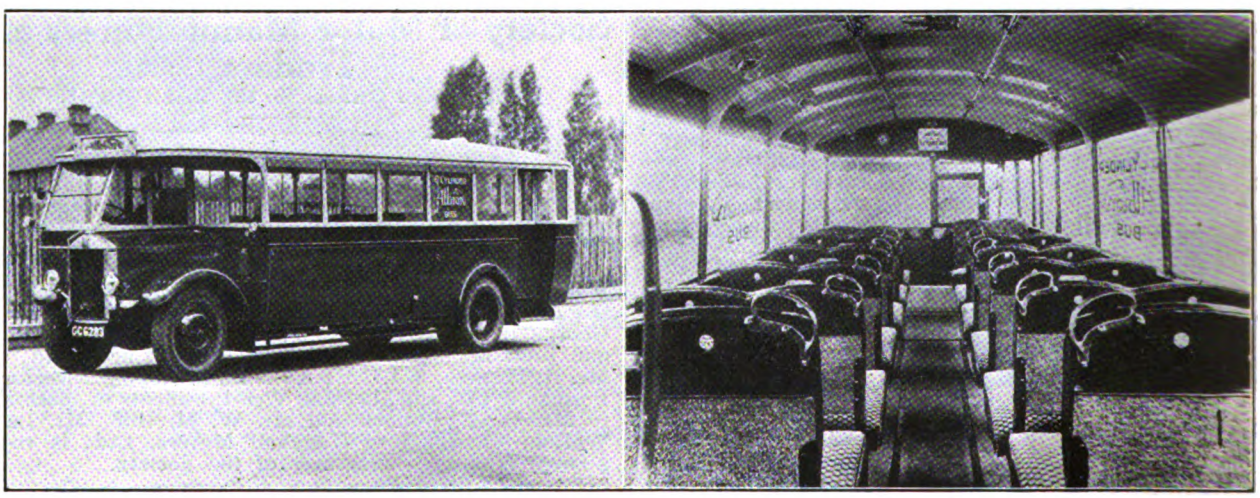
Westminster, London, S.W.1. It is stated that on a schedule omnibus service with frequent stops, the "Express" type of chassis gives a petrol consumption of between 9 and 10 miles per gallon and an oil consumption of between 1,500 and 2,000 m.p.g. The chassis embodied in the omnibus shown in the photograph is known as type B.10. A.2. "Express" gear driven and is the firm's latest 1930 production. It has a low load line frame; the wheelbase is 16 ft. and the engine is of the Ricardo design giving 29/70 h.p. The body in this instance was constructed by the Brush Electrical Engineering Co., Ltd., of Loughborough.

Albions at Hastings.—At the Hastings Tramway Congress the Albion Motor Car Co., Ltd., Scotstoun, Glasgow, exhibited the single-deck bus shown in the accompanying illustrations. It accommodates 32 passengers and the body is upholstered in moquette bound with leather and was built by Plaxton, of Scarborough. The engine is a six-cylinder model of 36/90 h.p. with side by side valves, three detachable heads and all main bearings pressure lubricated. Power is transmitted through a single plate clutch to a four-speed gear box, all shafts of which run in ball bearings. Transmission is through a central supported cardan shaft with Hardy Spicer universal joints to the underslung worm drive rear axle. All road wheels are mounted on Timken roller bearings. Dewandre assisted foot operated brakes act on all four wheels, chassis lubrication is on the group system with pipes leading to a central point on the rear axle and from another point on a cross member to various parts of the chassis.

A Ransome Bus Body.—Ransomes, Sims & Jefferies, Ltd., Orwell Works, Ipswich, have sent us the accompanying photograph which is one of a number of 30-seater single-deck bus bodies built by them to the design of the British Electrical Federation, Ltd. These bodies are both comfortable and of good appearance. The interior seating is arranged to give ample room for every passenger and the upholstery is in moquette, the seat backs being trimmed with repp. The lighting is provided by two specially designed lamps in the centre of the roof, while on every alternate pillar there is a smaller bracket type of lamp under the luggage compartment. Large luggage compartments are fitted the complete length of the body so designed that they do not obstruct the passengers in any way nor detract from the general appearance. Four windows on each side are arranged to drop being controlled by Rawlings special type fittings and are fitted with Eave ventilators. There are two ashanco ventilators in the roof. The frame is of the best selected English ash and oak and the panels are metal faced plywood. The entrance is at the front and there is a rear emergency door. The body illustrated is built for the Yorkshire (W.D.) Company. The firm are also constructing similar bodies for the East Yorkshire Co., and the Ortona Co.



A RANSOME BUS BODY BUILT TO THE DESIGN OF THE BRITISH ELECTRICAL FEDERATION LTD.



TWO VIEWS OF THE ALBION 36/90 H.P. "VIKING SIX" 32-SEATER BUS.

Pneumatic Tyres for Omnibuses.—At the Watch Committee of the Hull Corporation, the question of the licensing of omnibuses with solid tyres was raised, and it was recommended that all buses licensed in the future should be fitted with pneumatic tyres.

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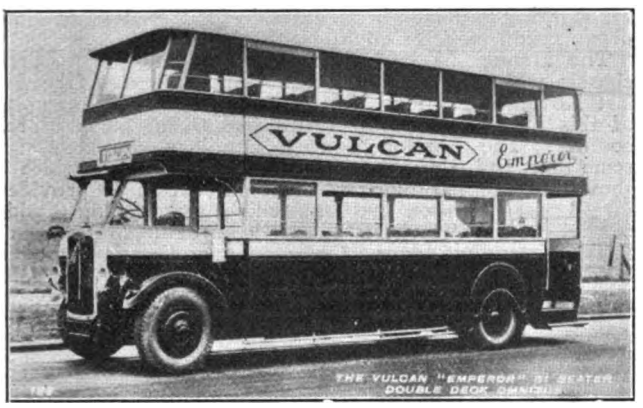
More Absorptions.—Three more motor bus companies have been absorbed in the organisation of Ribble Motor Services, Ltd., of Preston. They are:—The Furness Omnibus Company, Ltd., Dalton-in-Furness, which has 36 vehicles; the Barrow Bus Company, Ltd.; and Lonsdale Pullman Company, Ltd. The Ribble Company's services recently have been considerably extended. By these acquisitions, in addition to the many which have been negotiated in the last two years, the policy of co-ordinating services has been considerably facilitated.

Vulcans at Hastings. — The photograph shows an "Emperor" 51-seater double-deck omnibus which was shown at the recent annual Tramways Congress held at



THE VULCAN "EMPEROR" 51-SEATER DOUBLE DECK OMNIBUS.

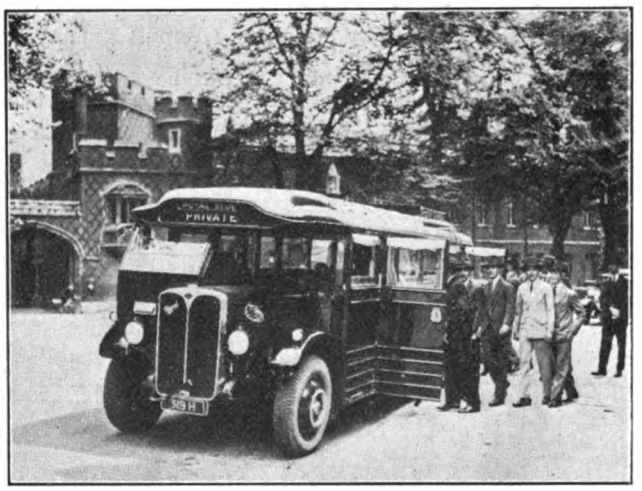
Hastings, by the Vulcan Motor and Engineering Co. (1906), Ltd., of Southport, the firm were also showing a "Prince" 32-seater single entrance bus.

Motor Coach Commissions.—It is most desirable in all motor coach centres, particularly the industrial towns, for vehicle owners to agree upon uniform terms for the remuneration of agents and sub-agents. Although the recognised rate of commission paid by one coachowner to another in respect of bookings is generally 10 per cent., this also is the rate paid by some concerns to their sub-agents, and it would seem that if the coachowner is entitled to 10 per cent. on bookings, a fair figure for the booking agent would be 5 per cent. or 7½ per cent., according to the quality of the service he renders.

Morris-Commercials in India.—Our illustration shows the latest additions to the fleet of vehicles in the service of The Gwalior and Northern India Transport Co., Ltd., of Delhi. They are six Morris-Commercials with 18-seater bodies. The buses are intended for daily service between Shivpuri (the summer capital of Gwalior State) and Jhansi, a large military station on the main G.I.P. Railway, a distance of 61 miles.

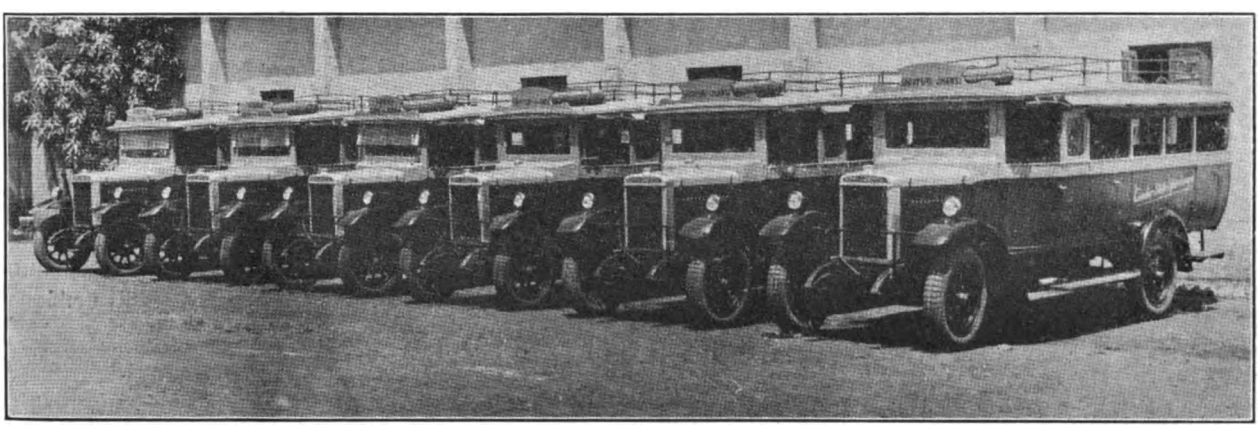
Proposed Liverpool-Scarborough Bus Service.—The Watch Committee of the Warrington Corporation has considered an application from MacShane Motors, Ltd., with regard to a Liverpool to Scarborough motor service, and the town clerk was requested to obtain further information with regard thereto.

Eton Boys Visit the A.E.C. Works.—Recently, the boys of the Eton College Scientific Society took an afternoon off and came to the A.E.C. Works at Southall to witness the birth of the latest type buses and coaches. They travelled from Windsor in a vehicle which early gave them an opportunity of observing in present-day automobile and coach-building practice—an A.E.C. 95 h.p. "Regal" luxury saloon coach destined for the Royal Blue fleet of Elliott Bros. (Bournemouth), Ltd. Arriving at the A.E.C. Works, these enquiring Etonians spent several hours closely viewing the processes connected with the manufacture of A.E.C. buses, coaches and lorries, and watching the working of the marvellous machinery which now plays such an important part in high speed motor vehicle production.



ETON BOYS BOARDING AN A.E.C. "ROYAL BLUE" COACH EN ROUTE FOR THE A.E.C. WORKS AT SOUTHALL.

Medical Tests for Drivers.—That drivers of public service vehicles should be required to pass tests to prove their physical fitness and training is recommended by the Chief Constable of Manchester in a report which has been adopted by the Watch Committee, though not yet approved by the City Council. It is now being examined by the Corporation Transport Committee which, as large operators of motor buses, is particularly concerned. The Chief Constable recommends:—1. Each driver employed by the Manchester Corporation Transport Department to be certified by the general manager to be physically fit and to have undergone a special course of training in driving a motor omnibus for a stipulated period, and to have satisfactorily passed a driving test on an official route specified by the Chief Constable. 2. All drivers employed by the North Western Car Company, Ltd., to be tested and certified individually by the general manager to be physically fit and to have passed a test of driving or undergone a special course of training and passed satisfactorily, or passed an official road test conducted by the Public Carriage Department, Manchester. 3. Applicants for licences employed by other municipal undertakings to be certified by the manager to be physically fit and to



THE MORRIS-COMMERCIAL BUSES IN THE SERVICE OF THE GWALIOR AND NORTHERN INDIA TRANSPORT CO., LTD., DELHI.

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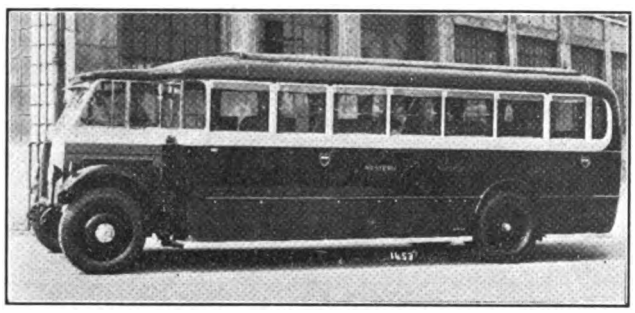
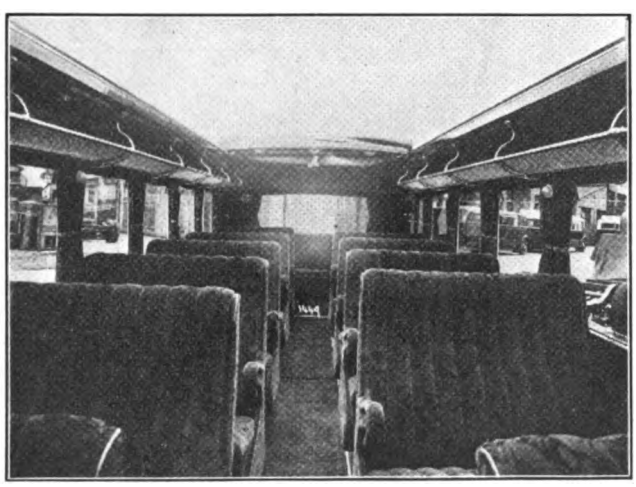
have undergone a special course of training in driving a motor omnibus and passed satisfactorily, or to have passed satisfactorily a road test in Manchester, or to be certified by the local licensing authority to be a fit and proper person to hold such a licence. 4. Drivers employed by private persons or companies should be required to undergo a test in Manchester under the supervision of an officer of the Public Carriage Department. A certificate of physical fitness should accompany each application.

Strachan's Bodies for the Western National Omnibus Co., Ltd.—Our illustrations show interior and exterior views of one of a fleet of 26-seater all-weather saloon coaches just completed by Strachans (Acton), Ltd., Wales Farm Road, North Acton, London, W.3, for the Western National Omnibus Co., Ltd. It can be seen that the coaches provide unusual comfort. The following are brief details:—A Hemmings centre sliding head is fitted to the roof giving a clear inside head-room of 5 ft. 10 in., full width luggage accommodation is provided between the



THE STRACHAN ALL-WEATHER COACH.

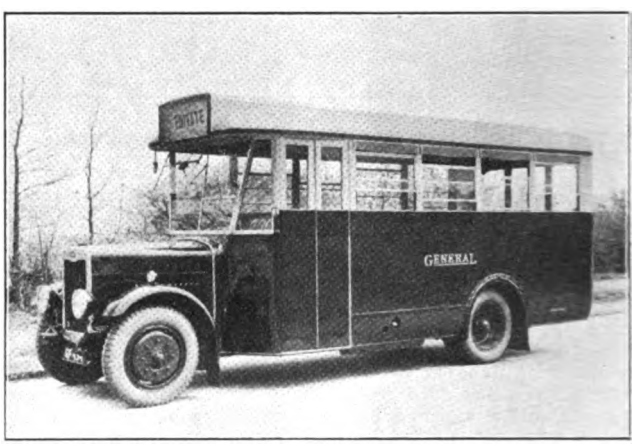
floor and the top of the chassis frame. Entrance and exit is by two coach doors on the nearside fitted with a drop light. All side windows are made to drop and are of the firm's own improved W.M. type. All seats are arranged to face forward and are of the firm's special design .which have been standardised by the Western National Omnibus Co., Ltd., for use on all their long distance coaches. Special attention has been given to the design of the front end of the body, to avoid the "boxey" appearance usually associated with forward control vehicles. A large pivotted windscreen at the front, sliding light nearside and offside and a hinged ventilator in the roof provide ventilation in the driver's cab. The body is designed to pass Scotland Yard regulations. All metal fittings inside and out are chromium plated. Seats, panels, etc., are finished in flowered moquette and all interior woodwork is polished walnut.



INTERIOR OF THE STRACHAN ALL-WEATHER COACH WITH ROOF DRAWN BACK.

Manchester Coachowners' Scheme.—Although the co-ordination scheme of the coachowner members of the Manchester Transport (Owners') Association and C.M.U.A., joint organisation, has been closely and analytically surveyed from almost every operating angle, no inherent defects have become manifest, even when traffic has been at the peak, such as at week-ends. In cases where complaints have been forthcoming, they have been sifted to the bottom, and invariably it has been found that the secretary's instructions have not been complied with. One complaint concerned the use of non-scheduled booking offices and another the hiring by a member of coaches belonging to a non-member. This, it turned out, was due to a misunderstanding. The Manchester coachowners have now gone a step further with their scheme by arranging for each of the four groups of owners to use a separate parking and loading place at Blackpool, which is the heaviest trafficked destination. This will facilitate quick unloading and loading at Blackpool and enable the coaches to leave the town expeditiously. As regards the Salford co-ordination scheme, which will probably be launched in a few weeks time, the joint organisation and the Salford Chief Constable are negotiating the details. Already the areas in the city have been mapped out, and coachowners are working in unison in preparation for the adoption of an organisation plan for coping with coach traffic.

The Dennis "Dart" Coach. — The Dennis "Dart" chassis, which made its first public appearance at Olympia last November, is now well in production, and examples of this model have been despatched to all parts of the country. The London General Omnibus Co. have, for some time, had 6 of these machines in service, one which is shown in the photograph. Accommodation is provided for 18 passengers on two longitudinal seats facing a wide central gangway where ample headroom allows comfortable standing space. One-man operation is arranged for by the entrance at the forward end on the nearside,



THE DENNIS "DART" COACH REFERRED TO IN TEXT.

there being, additionally, an emergency exit at the rear. Power is provided by a 6-cylinder engine (bore and stroke, 85 by 120 mm.) with overhead valves operated by push rods; 30 b.h.p. is produced at 1,000 r.p.m. and over 60 b.h.p. at higher speeds. The power is transmitted through the 4-speed gear box and propeller shaft to the inverted worm-driven rear axle, the entire transmission following a straight line under normal loading. An unusual feature in conjunction with this form of final drive is the use of a torque tube of the conventional type which encloses the propeller shaft and terminates, at its forward end, in a thrust ball. The brakes, assisted by vacuum-servo, operate on all four wheels.

Motor Coaches.

Windscreens, Wipers and Side Lifeguards.

THE Commissioner of Police of the Metropolis notifies that, on and after the 1st July, 1930, motor coaches presented for licensing in the Metropolitan Police District for the first time must conform to the following requirements as to the fittings named:—

Windscreens.—These must be adjustable and fitted with a type of safety glass approved by the Commissioner.

Windscreen Wipers.—A mechanical wiper of a type approved by the Commissioner must be fitted to the windscreen.

Side Lifeguards.—These must be fitted between the front and rear wheels of all coaches not provided with running boards. The guards are to be so arranged that a minimum ground clearance of 4 in. is maintained when the vehicle is fully loaded.

The requirement as to the fitting of an approved type of safety glass to windscreens will not be insisted upon in respect of vehicles already licensed or approved for licensing by the 1st July, 1930, but these vehicles must be fitted with Windscreen Wipers and Side Lifeguards as stated above before any renewal of licence can be granted.

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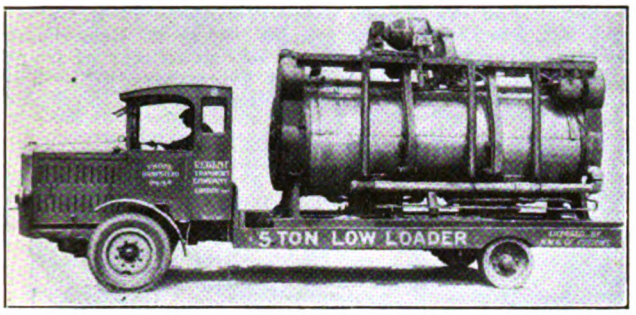
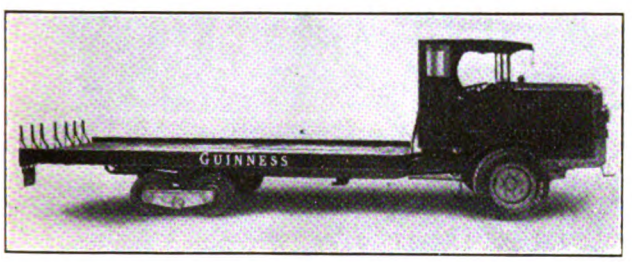
The Latil 5-Ton Low Loader.

As distinct from the majority of low loaders, the Latil 5-ton vehicle obtains its low loading height by substituting front wheel drive for the usual rear axle drive thus there



THE LATIL 5-TON LOW LOADER.

is no transmission mechanism below the carrying platform. Furthermore, additional loading space is obtained by placing the engine forward of the front axle, as shown in the photograph. The rear wheels are the standard 24 in. by 5 in. type with solid rubber tyres. If the vehicle is required to carry heavier loads than 5 tons, a four wheel



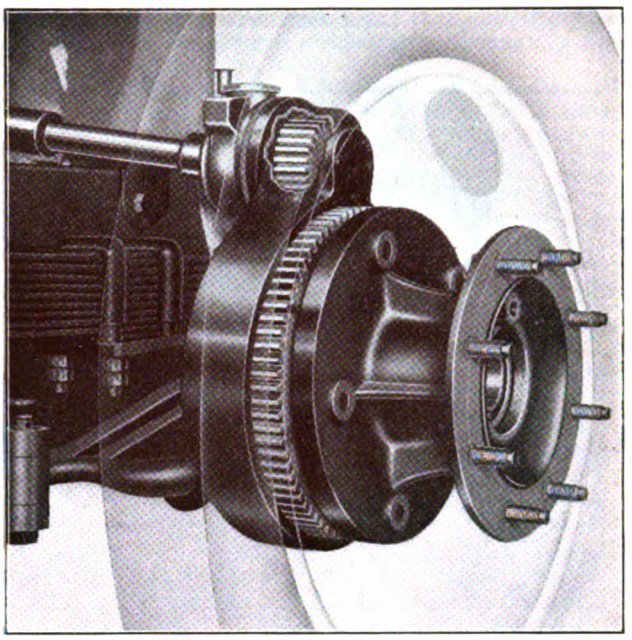
THE LATIL LOW-LOADER WITH BOGEY REAR AXLE.

bogey type rear axle may be substituted for the two wheel axle. The front wheels are the disc type fitted with Dunlop S.S. tyres 34 in. by 7 in. and therefore the engine and transmission are insulated from road shock by the combination of pneumatic tyres and specially long flexible springs.

The engine has four cylinders 105 m.m. bore by 140 m.m. stroke and is governed to 1,200 r.p.m. The R.A.C. rating is 27.3. Lubrication is by submerged gear pump delivering oil through a distributor to constant level troughs from where it is picked up by dippers fitted to the connecting rods, the pistons and other moving parts being lubricated by splash. The timing gears are supplied with oil through the distributors. Chassis lubrication is by Tecalemit gun.

Ignition is by H.T. magneto; the petrol tank is situated on the dash and supplies a Solex vertical type carburetter by gravity.

Power is transmitted through a single dry plate clutch to the four speed gear box which is bolted to the rear of the engine crankcase and the entire unit is supported in



THE FRONT WHEEL DRIVE OF THE LATIL MODEL NP5LL 5-TON LOW-LOADER.

the frame, centrally at the front end in a spherical rubber lined mounting and at the rear on the chassis frame at two points on insulating fabric pads. The fixing bolts are fitted with springs so that vibration is reduced to a minimum.

The power, which is transmitted to the front wheels only, is through the differential gear carried in the forward part of the gear box and which is capable of being locked by means of a lever operated from the driving seat. The drive is taken through universally jointed driving shafts to the external toothed final reduction gears (see illustration) which are mounted in oil tight casings.

Steering is by worm and nut. The foot brake operates an external expanding brake on the transmission and the hand lever operates internal expanding brakes on the rear wheels, thus four wheel braking is obtained.

The wheelbase is 13 ft. 11¾ in. and the body space 12 ft. 11 in.

The address of Latil Industrial Vehicles Ltd., is 11, Albert Embankment, London, S.E.11.

International Horse Show, Olympia.

June 19th to June 28th.

THE 19th International Horse Show will be held at Olympia, London, from June 19th to 28th and will be truly International in character.

It is expected that Their Majesties the King and Queen will attend Olympia on the afternoon of June 23rd when the King George V. Gold Cup will be competed for by officers representing Great Britain, France, Belgium, Germany, Holland, Chile and the Irish Free State.

H.R.H. The Prince of Wales will be present on the afternoon of June 27th when Chilean Cavalry will compete for the Prince of Wales Cup, with a team including Major Perez, Captain Silva and Captain Rodriguez. Five officers from the Cavalry School, Hanover, will represent Germany. The Irish Free State are sending no fewer than twenty horses with a team of six officers. The Prince of Wales will present the trophy to the winning team.

One hundred and three classes will be judged at the Show. There will be coaching events, children's riding classes, costers' turnouts, hacks, harness horses, hunters, military horses, mounted constables, officers' chargers, polo ponies, Shetlands and trade turnouts, and jumping events as usual. Lord Desborough and Miss A. Sylvia Brocklebank will judge the Coaching Marathon. The Earl of Lonsdale and Major Toms will judge the costermongers' barrows with their sturdy little donkeys, always a popular feature of this Show.

The Directors of the International Horse Show have made arrangements with the War Office to house the detachment of the Canadian Mounted Police, who are coming to the Show, at Knightsbridge Barracks until the opening of the Horse Show on June the 19th, after which they will be moved to Olympia. Innumerable requests have been received from promotors of other horse shows, gymkhanas and military displays by the Canadian Government and the International Horse Show authorities, that the detachment might make an appearance at other venues. However, as these policemen can be ill-spared for a longer period than the ten days at Olympia they will not be seen elsewhere but will return to Canada immediately after the finish of the Horse Show.

The value of the trophies, cups and cash exceeds £7,200.

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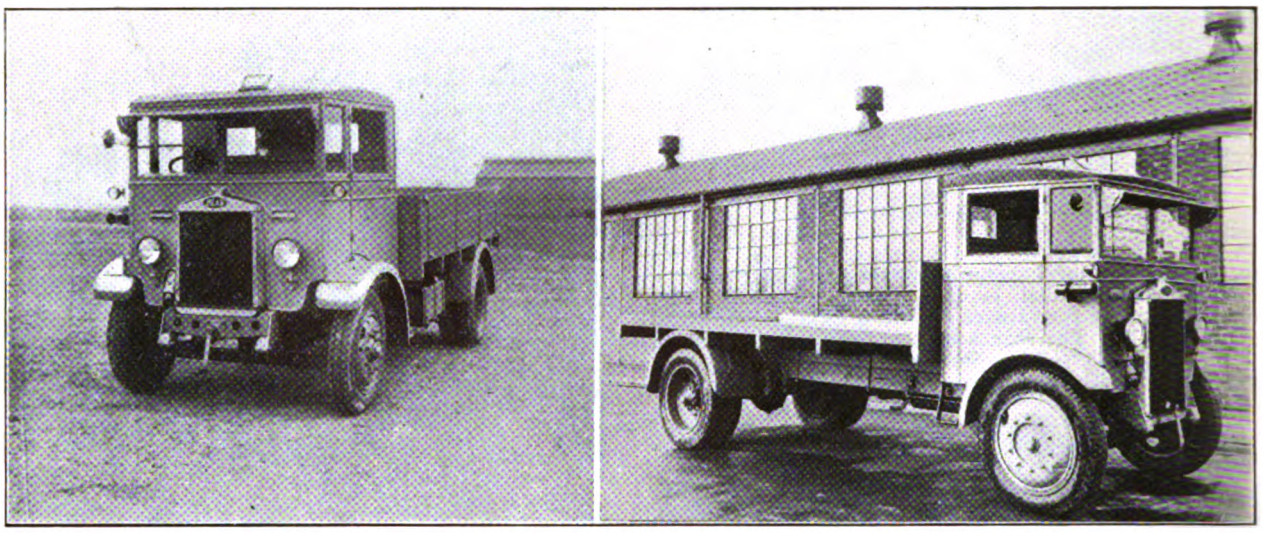
The New Bean Chassis.

BEAN CARS, LTD., Tipton, Staffs, are now placing on the market two new chassis, one being a 40/45 cwt. and the other an 80 cwt., both of the forward-control type. With regard to the 40/45 cwt. model this has a four cylinder engine, bore and stroke 95 and 130 m.m. respectively, R.A.C. rating 22.3 h.p. It has three bearing crankshaft drilled for pressure lubrication. It has a detachable cylinder head. The drive is transmitted through a dry plate clutch to a four speed gear box unit with the engine. The change speed lever is mounted on the crankcase and the position of various gears are indicated on the gate. From the gear box power is transmitted through a divided propeller shaft with Spicer joints self-oiling throughout and centrally supported. The rear axle is of the fully floating worm and wheel type. The brakes are internal expanding there being two pairs of shoes per rear drum. Ignition is by coil and distributor driven by spiral gear from the camshaft. The wheels are steel disc with eight studs twin rear fitted with 32 in. by 6 in. tyres, or 34 in. by 7 in. single at rear. The dimensions are:—Wheelbase 11 ft. 1½ in., track 5 ft. 5 in., frame from ground 2 ft. 4½ in. Rear of cab to centre of axle 8 ft. 5 in., rear of cab to rear of frame 11 ft. 6½ in. The price without extras is £480. The 80 cwt. model also has a four-cylinder engine, bore and stroke 100 and 130 m.m. Treasury rating 24.8 h.p. In other respects the engine is similar to the foregoing as are also the details of construction of the chassis except that ignition is by H.T. magneto, but coil ignition may be supplied if specified. The dimensions are:—Wheelbase 13 ft. 1½ in., track 5 ft. 7⅛ in., frame from ground 2 ft. 6½ in., rear of cab to rear of frame 13 ft. 6½ in., price without extras £740.



LEFT: THE BEAN 40/45 CWT. FORWARD CONTROL TRUCK. RIGHT: THE BEAN COMMERCIAL 80 CWT. FORWARD CONTROL FLAT PLATFORM LORRY.

The Royal Agricultural Show, Manchester.

July 8th to 12th.

THE following is a list of firms who, at the Royal Agricultural Society's Show, will be exhibiting items of interest to our readers:—

Albion Motor Car Co., Ltd., Scotstoun, Glasgow; Allen and Simmons (1925), Ltd., De Montford Road, Reading; Allen-Liversidge, Ltd., Victoria Station House, London, S.W.1.; Anglo-American Oil Co., Ltd., Royal Buildings, 2 Mosley Street, Manchester; Associated Equipment Co., Ltd., Windmill Lane, Southall, Middlesex; Bean Cars, Ltd., Tipton, Staffs.; British Petroleum Co., Ltd., Britannic House, Moorgate, London, E.C.2.; Chrysler Motors, Ltd., Mortlake Road, Kew Gardens, Surrey; Cities Service Oil Co., Ltd., New Oxford House, Hart Street, London, W.C.1.; Clayton & Shuttleworth, Ltd., Lincoln; Connolly, J. W. & T., Ltd., 57-67 Wharfdale Road, King's Cross, London, N.1.; Cooch & Son, Northampton; Co-operative Wholesale Society, Ltd., 1 Balloon Street, Manchester; Crossley Bros., Ltd., Openshaw, Manchester; Dennis Bros., Ltd., Guildford; Dodge Brothers (Britain), Ltd., Park Royal Road, London, N.W.10.; Dominion Motor Spirit Co., Ltd., 34 Bishopsgate, London, E.C.2.; Dyson, R. A., & Co., Ltd., 76-80 Grafton Street, Liverpool; Eagle Engineering Company, Ltd., Eagle Works, Warwick; Electromobile, Ltd., Prospect Works, Otley, Yorkshire; Ellison & Smith, Ltd., Magnet Works, Gatley, Manchester; Fairbanks, Morse & Co., Ltd., 87 Southwark Street, London, S.E.1.; Fastnut, 17 Newnham Road, Wood Green, London, N.22.; Fodens, Ltd., Elworth Works, Sandbach; Foster, William & Co., Ltd., Wellington Foundry, Lincoln; Fowler, John & Co. (Leeds), Ltd., Steam Plough and Locomotive Works, Leeds; Garrett, Richard & Sons, Ltd., Leiston Works, Leiston, Suffolk; International Harvester Co. of Great Britain, Ltd., 259 City Road, London, E.C.1.; Kerr, Stuart & Co., Ltd., California Works, Stoke-on-Trent; Latil Industrial Vehicles, Ltd., 11 Albert Embankment, London, S.E.11.; Leyland Motors, Ltd., Leyland, Lancashire; Massey-Harris, Ltd., 53, 54 and 55 Bunhill Row, London, E.C.1.; Morris Commercial Cars, Ltd., Foundry Lane Works, Soho, Birmingham; National Motor Horse Box Co., Curtis Buildings, Park Royal, London, N.W.10.; Price's Patent Candle Company, Ltd., Belmont Works, Battersea, London, S.W.11.; Ransomes, Sims and Jefferies, Ltd., Orwell Works, Ipswich; Rushton Tractor Co. (1929), Ltd., Forest Road, Walthamstow, London, E.17.; Sentinel Waggon Works, Ltd., Shrewsbury; Slingsby, H. C., 89 Kingsway, London, W.C.2.; Societe Anonyme Austin, Liancourt, Oise, France; Thomas & Bishop, Ltd., 37 Tabernacle Street, London, E.C.2.; Thornycroft, John I. and Co., Ltd., Thornycroft House, Smith Square, London, S.W.1.; Vigzol Oil Refining Co. (London), Ltd., Ormskirk; Vulcan Motor & Engineering Co. (1906), Ltd., Southport, Lancashire; Wheway, Job & Son, Ltd., Green Lane, Walsall, Staffs; Willcox, W. H. & Co., Ltd., 38 Southwark Street, London, S.E.1.; Willys Overland Crossley, Ltd., Heaton Chapel, Stockport; Yorkshire Patent Steam Wagon Co., Pepper Road, Hunslet, Leeds.

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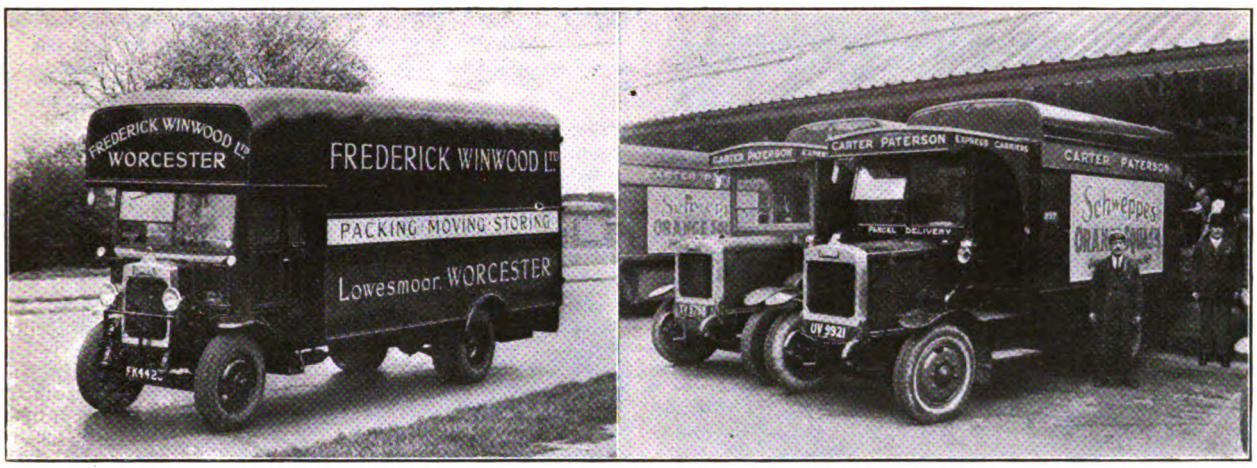
News from all Parts.

A Notable Bi-Centenary.—Extensive preparations are being made to celebrate the bi-centenary of Messrs. W. and T. Avery, Ltd., the famous Birmingham manufacturers of weighing and testing appliances. The full programme of events has not yet been completed, but the Commemoration will extend over several days at the beginning of July, and many people prominent in industrial, commercial, professional and political circles have already promised to attend. The growth of the firm of Avery has been one of the romances of industry, and next month's celebrations will commemorate 200 years of successful progress. Originating in a small steelyard-maker's shop at No. 11 Digbeth, Birmingham, opened in 1730 by a Mr. Ford, the business has grown steadily and surely until to-day, in 1930, the firm is known throughout the world. The present range of output from the historic Soho Foundry, acquired by the firm in 1897, is vast and impressive. Its products are seen all over the world, and cover needs affecting all aspects of our lives. Heavy weighing and testing machines, commercial scales of all descriptions, and delicate balances; liquid measures, testing apparatus for textiles, fabrics, and a hundred other commodities—these are a few examples indicating the comprehensive nature of the firm's activities.

Chairmanship of Lord Chelmsford, to examine the present situation as regards the British Industries Fair, and to consider what means can be adopted to increase still further its utility to British trade.

F.W. & R.A. New Members. — The following firms have been elected to membership of the Furniture Warehousemen and Removers' Association:—Messrs. G. Topliff & Son, 132 High Street, Uxbridge, and Barwell and Sons, 290 Brockley Road, London, S.E.4.

De Dion-Bouton British Concession.—We understand that the negotiations which were pending not being satisfactory to the Establissements De Dion-Bouton, and consequently having been broken off, the concession for the exclusive agency and the assembling rights for Great Britain and the British Colonies are at present open. The intention of these well-known French motor manufacturers is to grant the concession for their French-made commercial vehicles and to assemble in England their 1930 model motor coach chassis which is running so successfully. An extensive business is being done in genuine spare parts, and the British Colonies are at present open. The intention from the French works through their British representative, Mr. H. O. Duncan, 5 rue de l'Isly, Paris, to whom all correspondence (in English) should be addressed.



LEFT: A GARNER 60-65 OVERTYPE VAN FOR FREDERICK WINWOOD, LTD., OF WORCESTER. RIGHT: TWO OF CARTER, PATERSON & CO.'S "GARNER" VEHICLES.

Garner Vehicles for Well-known Transport Contractors.—One of the photographs which we reproduce shows a Garner 60/65 overtype van supplied recently to Frederick Winwood, Ltd., household removal, warehousing and cartage contractors, of Lowesmoor, Worcester. The van body has a capacity of over 1,000 cubic feet and will be used by the firm for removal work. Our other illustration shows two of Carter, Paterson & Company's fleet of "Garner" vehicles.

British Percheron Horse Society.—The Twelfth Annual General Meeting of the British Percheron Horse Society was held at the Society's Offices, 12 Hanover Square, London, W.1, on June 2nd last, Mr. Charles P. Ackers, President-Elect, occupying the Chair. The Chairman, in proposing the adoption of the Council's Report and Statement of Accounts, said that during the past year, despite the depression in almost all breeds, the Percheron horse had more than held its own. In the majority of large towns the use of the horses for short distances had certainly increased, and it was for the horse to carry out short distance urban transport, and it might be taken as an accepted fact that for ordinary trade purposes of towns and cities, namely, in distributive trades, cartage of goods, etc., the horse was much cheaper than the motor on a daily computation of work and working within a radius of from four to six miles.

Markt & Co. (London), Ltd. Change of Address.—We draw attention to the change of address of Markt & Co. (London), Ltd., and all communications should now be sent to Portpool Lane, Gray's Inn Road, London, E.C.1.

British Industries Fair.—The President of the Board of Trade has appointed Alderman E. B. Lewis, J.P., President of the National Chamber of Trade, as an additional member of the Committee recently set up under the

River Severn Development Association. — A new brochure has been issued recently by the River Severn Development Association, 16 Bridge Street, Broad Street, Birmingham. A map, reproduced in this brochure, indicates clearly the most important towns in the Severn valley and shows the waterway and other connections between the Midland industrial area and the River Severn. The objects of the River Severn Development Association are to advertise and develop the River Severn for industrial purposes, and the brochure emphasises the excellent facilities for the transport of goods in the area. Viscount Ednam, M.C., has accepted the Presidency of the Association.

Change of Address. The registered and general offices of R. Cornell, Ltd., Road Transport Contractors, are now at 1 West Smithfield, E.C.1. Telephone number: Central 3466 (3 lines).

Robert W. Coan, Ltd.—Many of our readers will have heard with much regret of the death which took place recently of Mr. Robert W. Coan, head of the well-known firm of Robert W. Coan, Ltd., The Aluminium Foundries, Coan House, Duncan Street, Islington, London, N.1. We are informed that the late Mr. Coan by his will directed that his Executors, who are his daughter, Mrs. M. E. Miller, and Mr. W. H. Pinchbeck, the Managing Director of the Company, should endeavour to carry on the business and this they have decided to do. Mr. Coan, shortly before his death, appointed Mr. W. C. Taylor to assist him in the practical part of the business and Mr. Taylor has now taken up his appointment. With this addition, the old staff who have been associated with the business for so many years, will use their best endeavours to give every satisfaction to customers as did the late Mr. Coan in the past.

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A Unique Van Body.—Our illustration shows a specially constructed van body built for Durtnalls, Ltd., the well-known furniture warehousemen and removers, of 125 Queen's Road, Brighton, by Thos. Harrington, Ltd., automobile engineers and motor coach builders, Old Shoreham Road, Hove. This body is fitted to a Leyland "Buffalo" chassis, and there is a large compartment over the driver's cab for stowing away goods, etc.

A UNIQUE VAN BODY BY THOS. HARRINGTON LTD., ON LEYLAND CHASSIS.

SHOWING HOW THE TAILBOARD OF LORRY PAINTED WHITE CONTRASTS WITH THAT OF OTHER LORRY.

A New Dunlop Display.—A striking new window display has been devised by the Dunlop Advertising Department for the use of motor dealers all over the country. It consists of a pictorial centre screen and two side-screens hinged at each side, while coloured crepe paper in streamer form covers the background flanges. The two main side flanges are so constructed that they form a complete packing case for the centre screen. The over-all dimension of the window display is 10 feet. The displays will be installed by the Dunlop advertising representatives, who, from time to time, will re-dress the display with fresh crepe, using different colour schemes.

Chaplins add to their Fleet.—Our illustration shows a Thornycroft "JJ" 6-ton chassis supplied recently through Taskers of Andover, Ltd., to Chaplins Ltd., the well-known Railway Agents and Removal Contractors of 65, Gresham Street, London, E.C.2. Messrs. Taskers constructed the cab and platform lorry body to Messrs. Chaplins own specification. The trailer is by the Eagle Engineering Co., Ltd., of Warwick. Both lift vans were built to Messrs. Chaplins order by Frederick Winwood Ltd., of Worcester.

Hull Docks Appointment.—The L.N.E.R. announce that Mr. H. S. Cole, at present Dock Superintendent, Western Docks, Hull has been appointed Dock Superintendent for the Eastern Docks at Hull. In his new post Mr. Cole will have supervision of the Dock arrangements generally in the important area served by the Victoria Dock, Alexandra Dock and River Jetty, King George Dock and Salt End Jetty.

White for Visibility.—In a previous issue we published a letter from Mr. L. H. Pomeroy, of the Daimler Motor Co., Coventry, advocating painting the backs or tail-boards of vehicles white so that they show up clearly in the lights of overtaking cars and so preventing accidents. The accompanying photograph was taken through the windscreen of a private car at night and shows two lorries, one with the ordinary dark finish and the other with the tailboard painted white. There is a clear indication that the white painted lorry would be seen long before the other came into view at all. Incidentally, the white painted lorry is considerably in front of the other in the photograph.

Railway Statistics Committee.—Mr. W. V. Wood, Vice-President of the London, Midland and Scottish Railway, has been unanimously elected Chairman of the Railway Statistics Committee in the place of Mr. J. Milne, now General Manager of the Great Western Railway Company.

Guildford Carriers.—At the Watch Committee of the Guildford Corporation, the Town Clerk read a letter from the Guildford Chamber of Trade, stating that it was now in a position to put the scheme for the provision of a carriers' depot into operation with the assistance of the Corporation. It had received a definite promise from fifteen carriers to make use of the depot during certain hours of the day. The Chamber of Trade inquired whether the Corporation would arrange for a specific part of the parking place to be set aside for carriers' vans and to arrange for a board to be erected there in order that the names and times of the carriers using the park may be placed thereon. The Committee agreed to set apart a specific part of the Onslow Street parking place for carriers' vans.

THE THORNYCROFT REMOVAL VEHICLE AND EAGLE TRAILER REFERRED TO IN TEXT.

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Mr. J. A. Powell.—We announced in our May issue that Mr. J. A. Powell, A.M.Inst.T., had been elected to the Committee of the Manchester and S.E. Lancs. Commercial Motor Users' Association. Mr. Powell is well-known in Manchester and Liverpool traffic circles and has had a wide and varied experience in transport work. He commenced his career with the old L. & N.W. Railway, and three years later joined the Belfast Steam Ship Co., remaining with that Company for thirteen years, and for the next nine years he was with Leopold Walford Transports, Ltd., Manchester, as Traffic Manager. With this experience of traffic handling by rail, road and sea Mr. Powell has turned to the manufacturers side, and is now Shipping and Transport Superintendent of Macinlop, Ltd. (one of the Dunlop group companies). Mr. Powell is a member of the Traders' Traffic Conference, Chairman of the Local Transport Committee of the India Rubber Manufacturers Association and a member of the Main Transport Committee of the India Rubber Manufacturers' Association. He was elected an Associate Member of the Institute of Transport in 1924.

Denmark. Trials of Motor Driven Tractors.—The Commercial Secretary, His Majesty's Legation, Copenhagen, has forwarded to the Department of Overseas Trade copies of a circular received from the Danish State Implement Committee regarding trials of motor tractors which will be held in Denmark in the course of the summer and autumn of this year. Interested British firms can obtain further particulars upon application to the Department of Overseas Trade, 35 Old Queen Street, London, S.W.1. Reference No. A.X. 9584 should be quoted.

Fodens at the Bath and West Agricultural Show, Torquay.—Our illustration shows the Foden Stand at the Bath and West Agricultural Show held at Torquay from May 28th to 31st. Visitors evinced much interest in the Foden "Speed-Six" model which is seen in the foreground, and we understand that a number of orders for this type were placed with Fodens, Ltd., Elworth Works, Sandbach.

FODENS AT THE BATH AND WEST AGRICULTURAL SHOW.

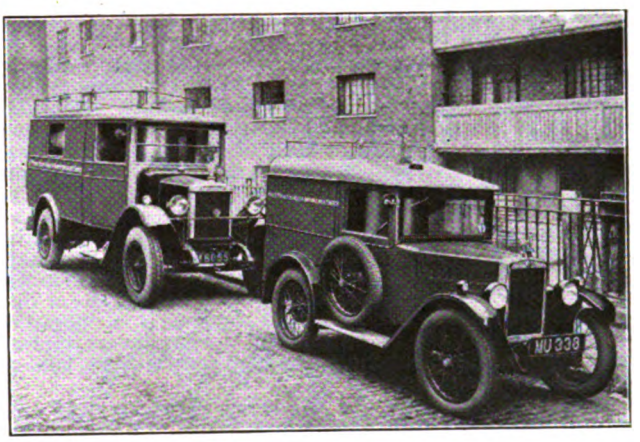
Chairmanship of the Cunard Steamship Company.—At a recent meeting of the Cunard Steamship Company, Sir Thomas Royden announced his resignation from the Chairmanship, owing to the pressure of private affairs, and a warm tribute was paid to his work as Chairman during the last eight years. Subsequently the directors elected Sir Percy Bates, the present Deputy Chairman, to be Chairman.

Automatic Traffic Signals.—There are now over forty towns in Great Britain where automatic traffic signals operated by means of coloured lights are working. The principal difficulty associated with this system of traffic control is that unless previous warning of the existence of automatic signals is received, it is an easy matter to overrun them and so commit a technical breach of the law. At a Conference on automatic signals last year, the Royal Automobile Club drew the attention of the Ministry of Transport to this point, suggesting that the entrances to all towns where such systems are in use, should display a warning sign of prescribed size, wording and colouring indicating that automatic traffic signals are in use in that particular town. The Ministry of Transport has adopted the R.A.C. suggestion and has now issued a recommendation to all local authorities on the subject, specifying the type of warning signs to be used and where they should be placed.

Sleepers Built into Trucks Save Time and Expense.—In a news sheet issued by the National Automobile Chamber of Commerce, New York, it is stated that nightly truck hauling is being used in the U.S. as a conserver of labour time and a relief of expense to drivers who might otherwise be compelled to seek sleeping quarters en route on long distance lanes. To arrange for a more comfortable rest, trucks for nightly hauling have been constructed in America in which a small sleeping box is built without reducing the loading capacity of the vehicle. In this manner the assistant, until the relief of his colleague can enjoy a perfect rest with his body stretched out so that after several hours of sleep he can drive the car with a clear mind.

Ford Motor Company Balance Sheet.—A Boston message says that the balance sheet of the Ford Motor Company, as filed with the Massachusetts Commissioner of Taxation and Corporations, shows a profit in 1929 of 81,797,861 dollars, as compared with a loss of 72,221,498 dollars in 1928. It is assumed in financial circles that the sharp increase in the earnings is to be attributed to the incomings from the new models, the cost of production of which was reflected in the 1928 balance sheet.

Morris Commercials in Campaign for Improvement of Slum Area. — We illustrate two Morris Commercial vehicles supplied by Stewart & Ardern, Ltd., the sole London distributors of Morris Cars, of The Vale, Acton, London, W.3, to the Rev. J. B. L. Jellicoe, M.A., for use in connection with publicity by the St. Pancras House Improvement Society, Ltd., the object of the Society being to improve the slum areas and to build modern dwellings a typical block of which may be seen in the background of the picture.



THE TWO MORRIS COMMERCIALS REFERRED TO IN TEXT.

White Star Line. New Directors. — The White Star Line announce that Mr. P. G. M. Mitchell, General Manager and a Director of the Royal Mail Steam Packet Company, and Mr. John Macmillan, General Manager of the Shaw Savill & Albion Co., Ltd., have been appointed Directors of White Star Line, Limited, and the Oceanic Steam Navigation Co., Ltd.

Automobile Traffic in the Kara-Kuma Desert.—A Moscow message says that the Tass Agency announces the problem of transportation in the Kara-Kuma Desert, which lies between the Aral and the Caspian Seas, may be considered to have been solved. Two "Renault-Sahara" motor trucks with 20 h.p. motors, and of four ton capacity, have crossed from Ashkhabad, Central Asia, into the Kara-Kuma desert and back, a distance of 250 kilometres (150 miles) with a load of over 3 tons, making an average speed of 10 miles an hour. In view of the success of this experiment, it is now proposed to organise regular automobile traffic in the desert.

New A.A. Road Warning Signs.—The Automobile Association, with the approval of the Postmaster General, is fixing nearly 500 Reflex signs on telegraph poles at bends and curves on the London to Holyhead road. These signs are to assist motorists in keeping a safe course on the roadway after dark or in misty weather, and consist of a replica of the A.A. badge, studded with reflectors, which, picked up by the front lights of approaching cars, show red on the nearside and white on the offside.

Bigger Canal Barges.—A new type of bucket dredger, worked by a crude oil engine, is soon to be seen on the Grand Union Canal. One of these bucket dredgers will do the work of three of the kind at present in use. Their introduction is intended to enable larger barges to use the

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canal. The economies resulting from the dredging of canals were dwelt upon recently by Mr. W. H. Curtis, Chairman of the Grand Union Canal Company, who said that last year 4,813 barges carried 364,560 tons, which would have required 5,467 barges in 1917. "As the capacity of our canals is limited to the number of barges which can be taken through our locks in a working day, dredging yields a large increase in toll-earning capacity. All new barges being built for use on our Regent's section are of 100 tons capacity. This indicates how our waterway provides a cheap mode of transport for, year by year, a greater volume of material. We are dredging our other canals as deep as we are able."

Licences Transferred and Granted.—The Watch Committee of the Leeds Corporation has granted an application from the West Yorkshire Road Car Company, Ltd., for the transfer to them of the bus (service) Licences held by the Universal Motors (Leeds), Ltd., in respect of a service between Leeds and Thorner. The Watch Committee of the Plymouth Corporation has granted the following road service licences:—Traveller Saloon Coaches —Plymouth and Portsmouth service. Shamrock and Rambler—London-Bournemouth-Torquay service to Plymouth.

MERSEYSIDE.

Cart and Motor Owners' Association.—The Liverpool Cart and Motor Owners' Association is about to occupy new offices. It should be noted that the present Dale Street premises will cease to be the headquarters of the Association as from 30th June. The new address of the Liverpool Cart and Motor Owners' Association and the Conference of Liverpool and District Road Transport Employers' will be 20 Chapel Street, Liverpool.

Union Rejects Application.—Disappointment is felt by Liverpool transport employers that their proposal for alterations in working conditions has not been favourably received by the Liverpool and District Carters and Motormen's Union, a general meeting of whose members was held on 24th May. The employers made application about three months ago for an amendment of the existing agreement, by the insertion of an optional clause so that motormen might be employed upon the accumulative week system. This was considered to be a very necessary and desirable innovation, to enable Liverpool motor owners to meet the severe competition arising from outside districts where this system of working is in operation. The members of the union rejected the employers application. No doubt a meeting of employers will be held to discuss the position.

New Traffic Depot.—Mr. J. Blaney, motor haulage contractor, of Newcastle-on-Tyne, has opened a branch traffic depot at 48 Chisenhale Street, Liverpool.

Of Common Concern.—Much attention has been given in transport circles to the draft Hours of Industrial Employment Bill. It is probable that the subject will be considered at an early date by the Conference of Liverpool and District Road Transport Employers, which is representative of all the local transport associations.

Presented to the Duke of York. — When H.R.H. The Duke of York visited Liverpool recently in connection with the "Safety First" Congress, the members of the Merseyside "Safety First" Council were presented to him, including Mr. Allen Walter (Secretary of the Liverpool Cart and Motor Owners' Association) and Mr. H. S. Rosser, Secretary of the Liverpool "Safety First" Organisation.

MANCHESTER.

Coming of Age.—Next year the Amalgamated Horse and Motor Owners' Association, of Manchester, will achieve its coming of age, in connection with which a sub-committee of the Association has been appointed to consider and recommend what form the celebration should take.

Cartage Contract. — Salford Gas Committee recommends the City Council to accept the offer of Messrs. E. Friesner to supply vehicles and drivers for 12 months at the following rates:—A 3-4 ton motor lorry and driver, £3; for a 2 ton motor vehicle and driver, £1 17s. 6d.; and for a 30-cwt. lorry and driver, £1 17s. 6d.

Vehicle Purchases.—Manchester Corporation Cleansing Committee has decided to purchase new motor vehicles from Lacre Lorries, Ltd., Shelvoke & Drewry, Ltd., and Karrier Motors, Ltd.

Horse and Motor Parades.—After a lapse of 19 years Salford Corporation Cleansing Department has revived its horse and motor parade. Over 60 horses were judged for cleanliness, appearance, and decorative appeal. Mr. H. H. Lord, the veterinary surgeon to the Department, Mr. Edward Davies, of Partington, and Mr. Marshall, representing the Manchester Highways Department, were the judges. Fourteen motor vehicles of the department took part in the parade and qualified for prizes. The gas, tramways, health, police, highways, and parks departments of Salford City Council augmented the parade by turning out their vehicles. After the judging the horses, followed by the motor vehicles, paraded the principal streets of Salford. Warrington Horse Parade, which was an annual event up to 1914, has been revived by a committee of which Col. Fairclough, a past chairman of the Liverpool Area Committee of the C.M.U.A., is Chairman. The Parade was supported by over 100 entries. The Warrington Teamowners' Association Cup for the driver of the cleanest and best kept horse was won by W. and J. Richardson (E. Bowden). In the section for carting contractors, J. Newton and Sons (W. Beckett) won the first prize.

Transport Authorities Council. — The Lancashire and Cheshire Transport Authorities Council, which represents the largest of the nine transport areas in the country, with representatives of 33 municipal authorities at their meeting at Manchester last month, discussed the progress of the Road Traffic Bill. Alderman Greenwood was elected as Chairman, and Mr. J. Barnard, General Manager of the Bolton Transport Committee, Secretary.

NORTH-EAST COAST.

South Shields Bus Centre. — The Chief Constable of South Shields, Mr. W. R. Wilkie, suggests that the spacious open air Market Place should be transformed, partially at least, into a central bus station in order to concentrate all the bus services operating in the Borough. The scheme has its opponents, and no definite decision is likely awhile.

Buses for Trams.—Newcastle Corporation has secured the sanction of the Ministry of Transport to substitute buses for trams between Croft Street, Newcastle, and Park Road, Wallsend, and has done so accordingly. According to how the buses are patronised, it is possible that the tram terminus may be established even nearer the city centre.

Sunderland's Transport Returns.—Noticeable increases in the profit returns of the Sunderland Corporation transport undertaking for April are revealed in the official figures. Tram patrons numbered 2,539,803, and paid £10,360 5s. 1d., these representing 238,090 more passengers, and an increase of £985 11s. 7d. in fares over April of 1929. The steady development of the bus service is reflected in an increase of 234,725 passengers and £1,095 5s. 7d. in receipts, the number of people who availed themselves of these services reaching 414,185 and paying £1,894 14s. 6d. during the month.

A Model of a Lighthouse inscribed "Travel United—Safety First is our Motto," formed a striking feature in a carnival at Newcastle in National "Safety Week, the entry being from United Automobile Services, Ltd.

"For Sweet Charity's Sake."—The Northern General Transport Vaudeville Co. has already raised over £2,000 for various charitable causes.

Bus Fusions. — The Northern General Transport Co., Ltd., has absorbed the "A.B.C." service between Newcastle and Consett previously run by Messrs. Atkinson and Browell, of Consett; also the Castle Motor Service (Messrs. Curric and Scobie), which has run for some years between Newcastle and South Shields.

To House Newcastle's Buses.—One end of the Ouseburn Valley, beneath Byker Bridge, at Newcastle, has now been filled up and is ready to be built upon, and it is suggested this would be an excellent site on which to erect a garage for housing the Corporation's now extensive fleet of blue buses.

SOUTH WALES.

Western Welsh Omnibuses, Ltd.—Representatives of the seven divisions of the Western Welsh Omnibuses, Ltd., filled the Assembly Hall of the Grand Hotel, Cardiff, when the Goodyear Football Cup was presented to the Cardiff team, which had won the trophy with eleven victories out of 12 games. Mr. A. Gray, General Manager, presided, and spoke of the value of games in promoting cheerful and loyal service. Mr. W. H. O. Steer presented the Cup, and he was acclaimed as the old Chelsea and England centre forward, though he talked of tyres and rubber. He said Goodyears employed over 40,000 men and women, had a turn-over of nine millions a year, claimed one-sixth of the world's output of rubber, and reached the public through 55,000 retailers. Mr. H. A. Cobbett (W. B. Dick & Co.) presented the medals, which,

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he said, his firm would be glad to give annually. (Cheers). The runners-up medals were awarded to the Eastern Valleys Depot.

NORTHERN IRELAND.

Northern Ireland Budget. — The Northern Ireland Budget, introduced in the House of Commons recently, contained an unpleasant surprise for the motor and road transport trades in the shape of heavier duties for mechanically propelled vehicles. Taxis seating not more than four are reduced from £12 to £10, and those seating from four to six passengers remain at £12. Small buses seating from six to eight passengers are reduced from £28 to £20, but buses above that seating capacity are charged at a flat rate of £2 10s. per seat. The 32-seater bus, which hitherto paid £64, will now be charged at £80. There are also changes in the commercial vehicle scale, and the new rates are:—Unladen weight exceeding 1 ton, not exceeding 1½ tons, £24; 1½ to 2 tons, £30; 2 tons to 2½ tons, £38; 2½ to 3 tons, £38. Road locomotives and tractors are also increased as follows:—Weight, unladen, not exceeding 2 tons, £21; 2 tons to 6 tons, £30; 6 tons to 8, £45; exceeding 8 tons, £60. The lighter form of motor cycle is raised from 30/- to £2, and the fee for a driving licence is raised from 5/- to 10/-, except for those who wish to drive a public service vehicle alone, when the rate will remain at the present figure, 5/-. By this new taxation the Government hope to raise an additional £43,000, made up of £26,000 from the commercial vehicles, £1,000 from road locomotives and tractors, £7,000 from motor hackneys, £8,000 from driving licences, and £1,000 from motor cycles. It is expected that this will go far towards balancing the Road Fund, which for the past two years has shown a deficit. In order to help still further to balance the figures, it has been decided to reduce the grant on class 3 roads to 12½ per cent. of the expenditure.

Belfast Transport Officials' Club.—At the Annual Meeting of the Belfast Transport Officials' Club, Sir Thomas Wilson was re-elected President. Sir Thomas, who is a well-known figure in shipping circles in Belfast, was recently made the first Freeman of the new Borough of Bangor, Co. Down, where he resides, and of which he was the first Mayor.

IRISH FREE STATE.

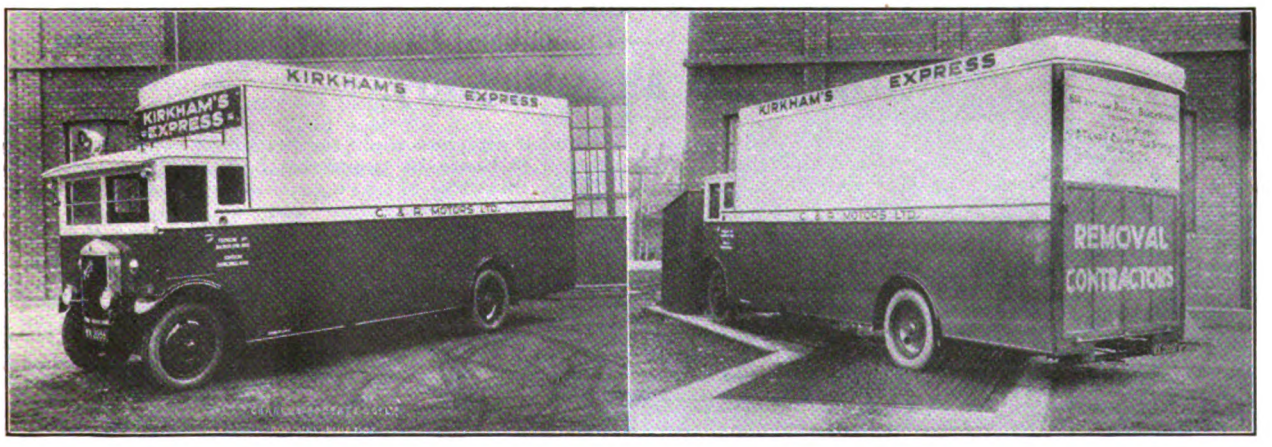
Irish Omnibus Services.—In Dail Eireann, in reply to Mr. Kennedy, Mr. P. McGilligan, Minister for Industry and Commerce, explained that on the application of the Great Southern Railways Co., and in accordance with Section 4 (7) of the Railway (Road Motor Services) Act, of 1927, he had agreed to a revision of the fares on the approved omnibus services operated by the Irish Omnibus Co., as the railways company's agent. Some of the amended fares were reductions, and some were in excess of the maximum fares originally approved by him after he had received the report of the Rates Advisory Committee. The G.S. Railways Co. based its application on the increased cost of working including the addition of 150 per cent. to the road tax, which became operative in July, 1929. He had no control over fares charged by the I.O.C. on services other than those operated by that company for the Great Southern Railways Co.

Horse-Haulage in Dublin.—Horse-haulage for trading purposes and the delivery of goods obtains in Dublin to a pretty considerable extent. This was shown to be the case recently when competition for trade turn-outs were held in connection with the Dublin Show, in which horse-drawn vehicles of many firms made a very fine and effective display. The horse and float exhibited by Messrs. John Wallis and Sons, won the Gilbey Perpetual Challenge Cup for the best exhibit in the Trade Turn-outs and the first prize in the Horse and Float class. Messrs. Heiton and Co., Ltd., got first prize for their horse and drag, and were also successful in the Guinness Perpetual Challenge Cup for horse and heavy delivery vehicle. The Guinness Perpetual Challenge Cup for horse and light delivery vehicle was won by Mr. James McGuirk as well as first prize in the horse and light delivery cart and van class.

Delivery of Parcels by Carrier Companies. — At the seventh annual Conference of the Post Office Workers' Union held in Cork, the question of the delivery of parcels by carrying companies came on for consideration, and on the motion of Mr. Garde, seconded by Mr. Palmer, it was decided that the Executive of the Union should bring to the notice of the Government the necessity for the passing of legislation to protect the Post Office by prohibiting carrier companies and others from undertaking the delivery of parcels or correspondence, which was work proper to the Post Office.

The Crossley "Eagle" Chassis with Pantechnicon Body.

CROSSLEY MOTORS, Ltd., Gorton, Manchester, have supplied a pantechnicon body on their "Eagle" 30/70 h.p. 4-cylinder chassis to a well-known Blackpool concern for use between Blackpool and London. The body is mainly intended for the transport of bulky loads of medium weight. The underframing is of oak. The cross bearers are reinforced with steel flitch plates, and the side and end frames are of ash. The roof sticks are ash, strengthened by steel



TWO VIEWS OF THE CROSSLEY "EAGLE" CHASSIS WITH PANTECHNICON BODY.

car lines. The exterior of the body is panelled in ⅜ in. Sundeala sheets, and the interior is protected by longitudinal slats. There is a deep tailboard at the rear, which is supported by chains from the side pillars. Above are two cupboard-type doors. When the tailboard is lowered, it serves as a ramp, and facilitates loading and unloading. Two flush-fitting electric lights are mounted in the interior, and there is a strong wall plug at the rear near side providing a coupling for a semi-portable or hand lamp. A sliding door is fitted in the back of the driver's cab, providing access to the body. Both cab doors have sliding windows. A light luggage rail is mounted on the roof of the cab, and a flush-fitting mounting step is arranged on each side to give access to this railed-in portion. A large head lamp held by a double-swivel bracket is mounted on the cab canopy.

The main dimensions are:—Overall length, 25 ft. 11¼ in.; length behind driver's cab, 21 ft. 6¾ in.; overall width, 7 ft. 6 in.; overall height (unladen), 11 ft. 0 in.; inside height from floor level of well to roof, 9 ft. 1 in.; Inside height from main floor to roof, 8 ft. 1 in.

The chassis is the 30/70 h.p. Crossley "Eagle," with drop frame at rear.

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Chloride Electrical Storage Co., Ltd.

Annual Exide Service Convention.

THE tenth Annual Convention of Exide Service Agents was this year held in Edinburgh from May 27th to 29th inclusive. Battery experts from all over the country, from Europe, Africa, India, Australia and the far East assembled in the Scottish capital to discuss the latest developments in storage battery technique and service.

Practically everybody nowadays is interested in storage batteries, the car owner, the wireless fan and the owners of electrical house lighting plants, all of whom probably have experienced the tribulation resulting from leaving their batteries too long in a discharged state or the evils of under-charging, or too rapid a charge at so called charging stations. Service was obviously needed besides supply.

The Chloride Electrical Storage Co., Ltd., one of the three largest firms in the World engaged in battery manufacture and pioneers of the service movement foresaw this. In 1920 they appointed their first agent, at the end of the year there were fifty-nine, to-day there are no less than five hundred and eighty-nine Exide Service Agents, all of whom have been specially trained at the Clifton Junction works of the company.

It would be safe to assert that practically every owner of a battery in the United Kingdom, can find somewhere within his reach an Exide Service Station, at which he can have his battery charged, repaired or replaced, and where he can get expert advice on all electrical questions.

Annual conferences were inaugurated to discuss technical, trading and service questions. At Edinburgh over 500 service agents attended the conference, speeding up service was one of the main themes discussed. The methods of a year or two ago when battery repairs meant days or longer in the repair shop, will not do to-day. Batteries, like cars and wireless sets, are valued by the time they spend in use, in dock they are a liability. The time occupied in replating a battery is comparatively short, the time taken to charge the battery has made repairing a lengthy process. The Exide factory has now introduced a two-hour repair service. Charged plates to fit all types of batteries are stocked by all Exide Service Agents, and a battery can be opened up, replated, fully charged and ready for service in one hundred and twenty minutes.

The Annual Banquet was held at the North British Hotel, Waverley Station. The managing director of the company, Mr. D. P. Dunne, presided. The principal guests included the Rt. Hon. Thomas B. Whitson, Lord Provost of Edinburgh and the Lady Provost.

One of the most modern applications of storage batteries was demonstrated in use in the Convention proceedings, wherein a complicated installation involving the use of six microphones and eight loud speakers made it possible to hear the speeches and announcements in all parts of the hotel at the disposal of the Convention. This system was installed and operated by Celestion Ltd.

H. Day & Sons, Ltd.

Opening of New Premises.

FROM time to time we have given particulars of the de-developments of this well-known South London firm, and each time it has been to point out the very great strides which have taken place. It was, therefore, with special interest that we attended, at the invitation of the Directors, the official opening of the new furnishing store which has been built at 509/513 Norwood Road, S.E.27. A large gathering of customers and friends met in the spacious showrooms on the ground floor for the opening ceremony, which was performed by Lady Greaves-Lord, who was accompanied by Sir Walter Greaves-Lord, K.C., M.P. The Chairman was an old friend of the family and spoke of the commencement of the business in a very small way some thirty years ago, and paid a warm tribute, not only to Mr. H. Day, the father, but to the two sons, Mr. John Day, the Managing Director, and Mr. William Day, his Co-Director, for their enterprise, their perseverance, and their hard work, to which the success of the business was due.

An interesting event was the presentation of a handsome cushion to Lady Greaves-Lord by Mrs. Day, Senior, to whom a very fine tribute was paid later by Mr. John Day, her elder son. Speeches and expressions of appreciation of the work of the Day brothers were made by the President and Secretary of the West Norwood Chamber of Commerce, and also by Sir Walter Greaves-Lord, the President, from which it was clear that while the brothers have devoted so much of their energy to the business, they have found time to take an active part in municipal affairs. Special reference was made also to Mr. F. P. Hopkins who has joined Mr. John Day and Mr. William Day as a Director, and also to Mr. Atwood, the Secretary of the company, all of whom took part in the opening proceedings.

This further link in the development of the business makes it one of the finest in South London, and a walk through the premises before the opening showed us that everything had been planned for efficiency, as not only are the new showrooms adjacent to the fine furniture depository, illustrated in our journal some years ago, but they are linked up by means of a broad approach running through from one street to the next.

A tribute was paid to the architect, who had given of his best to make the building appropriate, decorative, and useful for the purpose for which it had been erected, and we wish the Directors and the staff success and prosperity in the largely increased sphere of usefulness upon which they are entering.

The British Motor Industry.

AT the Annual General Meeting of the British Manufacturers' Section of the Society of Motor Manufacturers and Traders, Ltd., held in London on May 29th, the Chairman, Sir Herbert Austin, K.B.E., in moving the adoption of the Annual Report, said that it was inevitable, after the War, that the efforts of the Motor Industry should have been concentrated on the Home Market. Certainly no hope existed of any sound extension of our market overseas until the output for home consumption reached a sufficient volume. There could be no question that the operation of the McKenna Duties, combined with the intensive propaganda for which Mr. J. D. Siddeley took the lead and deserved the real gratitude of the Industry, had contributed in a very great measure to a security which, it might be said, the British Motor Manufacturers felt that the menace of foreign invasion of our home markets had disappeared. They could look forward to the future with a growing appreciation that there was nothing fundamentally wrong in British motor design; that a certain measure of stability existed in the home market; that a real start had been made in our Empire markets, and that, if they could reduce export prices sufficiently, a market existed within our Empire alone at least as large as that in our own country. Price, indeed, was to-day the only consideration for a vast expansion of our factories.

In what direction could the British Section of the Society help? At home, he suggested they might try to secure a greater measure of co-operation in technical matters. There was both room and necessity for greater standardisation, and he would propose that they, as a Section, should insist that standardisation, research, exchange of technical information and technical education should be undertaken by the Institution of Automobile Engineers under a constitution of which they might approve. Abroad, their existing organisation in Australia, New Zealand and South Africa had already had beneficial results and must be further improved in association with their distributors, whilst when conditions improved in India, they should be justified in extending their activities there. In South America they proposed to make a start, and co-operative propaganda was one direction, at least, along which those of them who saw a future in that difficult market might pull together. On the Continent, Holland, Sweden and Norway would appear fruitful countries for mutual action, while Japan might also constitute a territory with considerable potentialities.

The success of the Motor Industry at home depended more than any other on an increased spending power of the population. They could not, as a young industry, afford to leave semi-political developments to take their own course.

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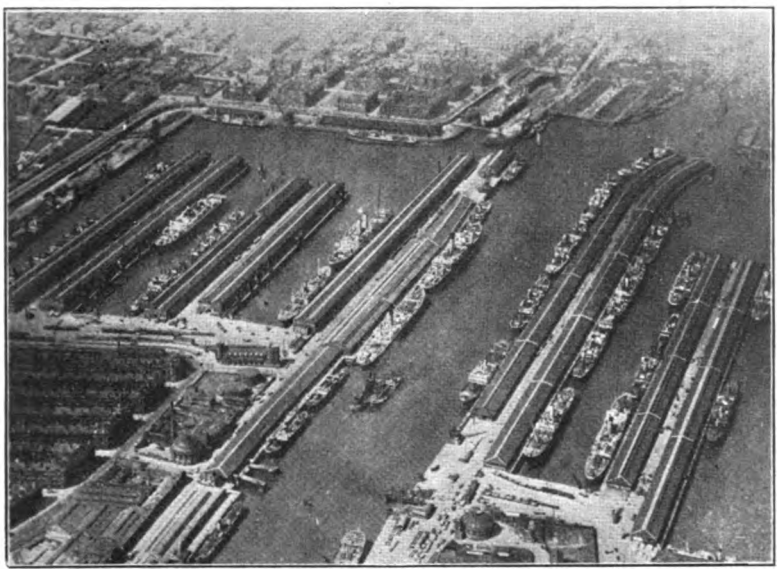
The Port of Glasgow.

The Gateway to Scotland and the North.

By Harold M. Ford.
Commercial Manager, Clyde Navigation.

THE interests of Ports and Transport of every conceivable description are indissolubly allied for the simple reason that one cannot thrive without the other. No matter how well equipped a port may be, without its shipping services linking it with all parts of the world, and its inland rail, road and canal connections, for the expeditious collection and distribution of the commodities it handles, no port undertaking can prosper; whilst, on the other hand, transport systems, whether steamship, rail or road, find in the ports mediums through which directly, and indirectly, they obtain a large bulk of trade.



AERIAL VIEW SHOWING PRINCES DOCK, A PORTION OF THE RIVER BERTHAGE, WITH GRAVING DOCKS IN THE BACKGROUND, AND A PORTION OF QUEEN'S DOCK.

Much of the value attached to a port may be attributed to its geographical position, and among the ports of Britain none are better placed in this respect for the economic serving of their respective populations than the Port of Glasgow. Within its economic area, comprising the whole of Scotland, the North of Ireland, and the North of England as far south as Newcastle, it has a population of some six millions of people, and what is equally important, a vast industrial area engaged in the production and manufacture of all kinds of engineering, shipbuilding, iron and steel manufactures, textiles, rubber goods, chemicals, and a hundred and one other interests, allied with the heavy industries of Scotland, all of which have grown as the River Clyde has developed, the whole going forward together, the progress and development of each being built up on the other.

Much has been written of Glasgow's past history, and the romantic story of its development and growth since 1707; the difficulties of deepening and straightening the water course, filling up channels, and the removal of small islands. In those days the Clyde was a shallow, tortuous stream, capable of floating only the smallest of craft, drawing 2/3 feet of water.

It is a far cry back to 1740, when the first attempts were made towards deepening the river, or even back to the days of 1812 when the pioneer of steam navigation—Henry Bell's "Comet"—was built at Port Glasgow and went aground at Renfrew, five miles from Glasgow, drawing only 4 feet of water.

Could Henry Bell revisit the scenes of his early triumphs, what a comparison there would be to offer! In place of his little "Comet," only 43 feet in length, of 30 tons burden, and 3 h.p., he would see ocean-going leviathans passing up and down what has now become a world renowned waterway, carrying produce and merchandise to and from all parts of the world. Within less than a mile of where the "Comet" grounded, he would view the river, where, in 1913, the "Aquitania," over 900 feet in length, with a gross registered tonnage of 45,647, and propelling machinery of 60,000 h.p., was launched; where also, from the same shipyard, the largest warship in the world—"The Hood"—was launched in 1918; and where, in the near future, will be launched the giant Cunarder, the contract for which has been placed with Messrs. John Brown & Co., which vessel, it is confidently hoped, will regain for Britain the blue riband of the Atlantic, at present held by Germany.

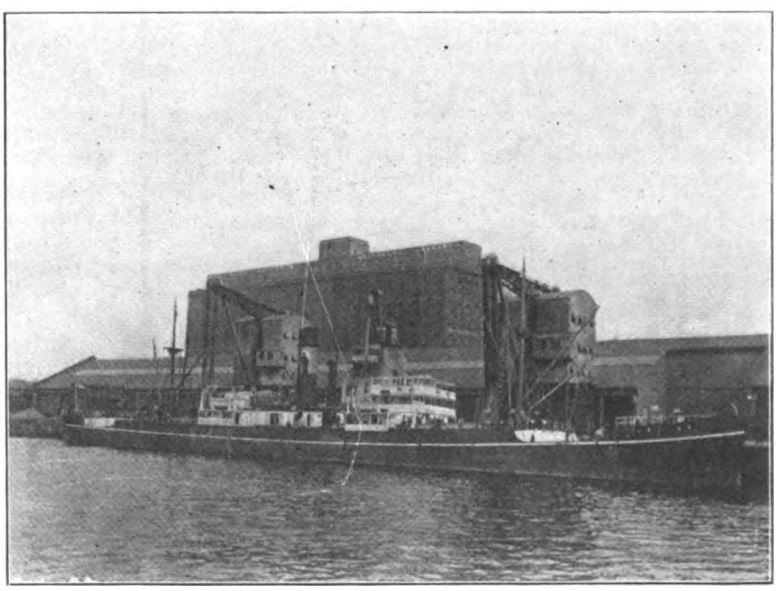
History recalls that the Clyde Trustees granted Henry Bell an annuity of £100 in 1812 to support and encourage him in his development of steam navigation, and in that they were almost alone.

Contrast this with the fact that in the last 3 years one steamship company alone, the Canadian Pacific, has had launched for them new tonnage totalling 216,515 of magnificent liners, ranging from 2,000 to 42,000 tons each, representing with the money expended on repair work of other vessels since the War, a total expenditure on the Clyde of some 20 millions of money.

One can only imagine what the feelings of Henry Bell would be to see to-day the wonderful transformation and progress which has been made in converting a mere stream into a great navigable waterway linking up Glasgow with every quarter of the globe.

All this has been made possible by the dredger. Something like £2,000,000 has been expended by the Trustees of the Port in dredging the River Clyde, and the average annual maintenance dredging to-day totals approximately £58,000.

With the making of this great waterway, bringing trade and commerce some twenty miles inland into the heart of a great industrial population, there has also grown up with it a system of docks and river berthage, equipped with transit sheds, cranes, hoists, tramways, and every form of equipment to meet modern requirements for the rapid handling both in loading and the discharge and despatch of goods. Approximately 14 miles of quayage has been constructed, and over 7 miles of single and double storage transit sheds.



THE GRANARY AT MEADOWSIDE, WITH ITS TWELVE STORIES AND SILOS.

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For a considerable time quays along the river front proved ample for all requirements, but with the growth of shipping and trade all available frontage gradually became utilised, and tidal docks were found necessary, with the result that in due course Kingston, Queen's, Prince's, and Rothesay Docks were constructed, the latter being purely a coal and mineral dock, the quays and docks being equipped with 110 public cranes and hoists, whilst many shipping firms have installed additional cranage facilities at their respective berths.

No dock gates are necessary to maintain the water at a constant level, as the tide ebbs and flows freely out of and into the docks, with the advantage that vessels up to 23 feet draught are able to navigate the river, and enter or leave the docks at any state of the tide. The river is navigable also at one tide by vessels drawing fully 30 feet.

For the shipment of heavy machinery, cranes, with a lifting capacity of 130 tons, have been installed, and a new electrical cantilever crane, with lifting capacity of 175 tons, is now in course of erection.

Among its many important facilities special mention might be made of Meadowside Granary, which is one of the best equipped, and, for rapidity of working and general administration, one of the most efficient of its kind in the country. It has a storage capacity of 31,000 tons, the building being divided into floors on one side, and silos on the other, discharge being effected by two electrically operated pneumatic elevators, and one travelling bucket elevator, and thence by conveyor belt to the granary.

Up-to-date railway facilities have been provided both alongside and through the centre of the building, delivery being effected in bags, or in bulk, to rail wagons at both sides, and also from silos in the centre of the building, whilst despatch can further be taking place to road vehicles and small vessels or lighters.

Glasgow is an important grain centre, and in 1917 its imports in grain totalled close on 800,000 tons, and a considerably large trade is still being carried on.

To cope with the cattle trade, the most up-to-date lairage has been provided at Merklands Wharf, where as many as nearly a quarter of a million head of cattle have been landed in a year. The trade in Canadian cattle having fallen off, its operations have been restricted largely to the Irish trade, and there was some prospect of the lairage being closed down; the Glasgow Corporation, who own the lairages, deciding to cease their operations in this direction. The Trustees of the Port have, however, made arrangements to take them over, and so preserve to those interested in the cattle trade this most up-to-date and important facility, which will be available in the event of the Canadian trade again being resumed, which, in some quarters, is deemed to be likely in the future.

Visualising the possibility of considerable extensions to the docks being necessary, due to the ever increasing size of ships, the Trustees many years ago purchased some 700 acres of land between Shieldhall and Renfrew, with a continuous river frontage of approximately two miles.

The first dock of a proposed series is now rapidly approaching completion, and will add over a mile of quayage and shipping accommodation to the port. Here vessels of the largest class will be accommodated, and this dock, when completed, will undoubtedly rank as one of the most up-to-date docks of the kingdom.

AN INTERIOR VIEW OF ONE OF THE TRANSIT SHEDS, SHOWING A CARGO OF APPLES.

It is the intention of the Trustees to proceed with the construction of further docks, both wet and dry, when the trade of the Port merits further extensions.

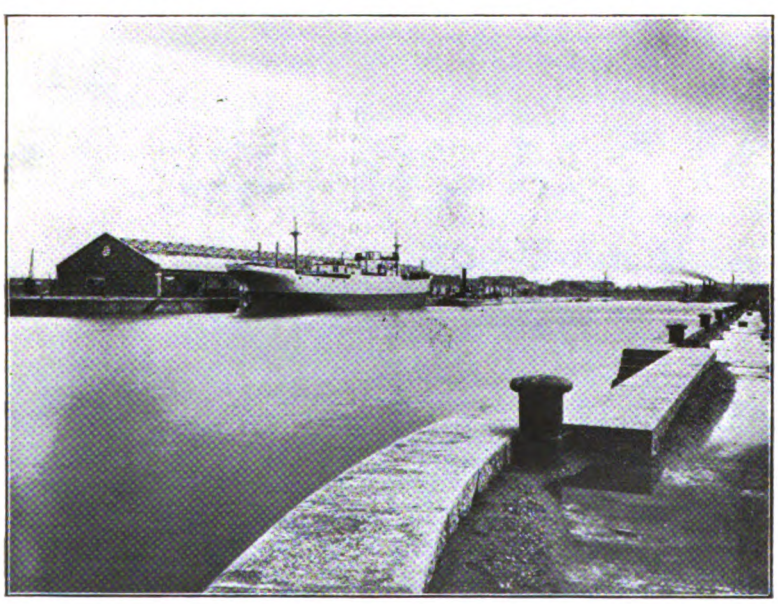
Apart from the construction of new docks, the Trustees are from time to time making continuous improvements, both in regard to the widening and deepening of the navigable channel, and the modernising of sheds, construction of quay walls, and the introduction of more up-to-date equipment, and, at the moment, are about to embark upon expenditure in these connections running into nearly £320,000.

The above constitutes but a brief outline of some of the more outstanding features of the Port's development and equipment.

From a transport point of view it is ideally situated for the import and distribution over a wide area, and many of the docks have direct rail access to all inland rail destinations over the two great railway systems of the London, Midland & Scottish and the London & North Eastern Railways.

Its shipping services extend to every country round the globe, among the lines trading in and out of the Port being:—

Messrs. Anchor Line (Henderson Bros.), Ltd., America, India. Messrs. Anchor Donaldson, Ltd. (J. Black & Co., Ltd), Canada, South America. Messrs. Anchor Donaldson, Ltd. (Brocklebank & Co.), India. Messrs. Canadian Pacific Steamships, Ltd., Canada. Messrs. Clan Line Steamers, Ltd., India, Africa. Messrs. Cayzer, Irvine & Co., Ltd., India, Africa. Messrs. City Line, Ltd. (G. Smith & Sons), India, Red Sea, etc. Messrs. Furness With & Co., Ltd., West Coast of America, North Pacific. Messrs. Blue Funnel Line (A. Holt & Co.), China, Australia, etc. Messrs. Aitken Lilburn & Co. (Blue Funnel Line), China, Australia. Messrs. Roxburgh, Colin Scott & Co., Ltd. (Blue Funnel Line), China. Messrs. P. Henderson & Co., Rangoon, South America, Australia, New Zealand.



VIEW OF THE NEW SHIELDHALL DOCK, SHOWING THE SHEDS ON THE WEST SIDE UNDER CONSTRUCTION.

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Messrs Lamport & Holt, Rangoon, South America, Australia, New Zealand. Messrs. T. Law & Co., Rangoon, South America, Australia, New Zealand. Messrs. Prentice, Service & Henderson (Harrison Line), West Indies, South Africa. Messrs. Gulf Line (McDougall & Co.), West Coast of South America. Messrs. T. Law & Co., New Zealand, Australia. Messrs. Pacific Line (J. Dunn & Son), West Coast of South America. Messrs. J. Currie & Co., Germany. Messrs. Clyde Shipping Co., Ltd. (British and Continental Shipping), Belgium. Messrs. Glen & Co., Sweden. Messrs. J. & P. Hutchison, Ltd., France, Portugal, Spain. Messrs. D. Alexander & Sons (Spanish Line), Spain. Messrs. H. Hogarth & Sons, Spain, Portugal. Messrs. J. Bruce & Co., Mediterranean. Messrs. Whimster & Co., Mediterranean. Messrs. Maclay & McIntyre, Ltd., New Orleans. Messrs. Crawford Duff & Co. (Moss Line), Mediterranean. Messrs. T. L. Duff & Co. (Cunard's Mediterranean Service). Messrs. J. & J. Denholm, Ltd., West Indies, etc. Messrs. Clyde Commercial Steamships, Ltd., Mediterranean. Messrs G. Nisbet & Co., America, Mediterranean, etc.

Coastal requirements are well catered for by the Clyde Shipping Co., Ltd., with fast and regular services to the Irish Free State, the South Coast, and London, whilst a valuable and efficient link is maintained between Scotland and Ireland through the services rendered by the Burns & Laird Lines, Ltd.

The following constitute the principal Coastal Services operating from Glasgow:—

Messrs. Burns & Laird Lines, Ltd. Messrs. Clyde Shipping Co., Ltd. Messrs. Wm. Sloan & Co. Messrs. R. Gilchrist & Co. Messrs. D. MacBrayne (1928), Ltd. Messrs. McCallum, Orme & Co., Ltd. Messrs. J. Gardiner & Co. Messrs. Campbeltown & Glasgow Steam Packet Co., Ltd. Messrs. Clyde Cargo Steamers, Ltd. Messrs. Rennie & Watson. Messrs. J. Hay & Sons, Ltd. Messrs. Stewart & Landsborough. Messrs. Williamson-Buchanan Steamers, Ltd. Messrs. Jack Bros. Messrs. Wm. Robertson.

The total tonnage of shipping in and out of the Port last year aggregated to close on 14,000,000 tons.

It is the Port's ambition that it should take its rightful place as the entrepot for the North for imports from overseas, particularly from within the Empire, as also it has become the great exporting centre for the bulk of Scottish industries. With this end in view, a trade mission was arranged to New Zealand and Australia in 1928-1929, which has already shown considerable results, and, as a result, the Trustees have now established a Commercial Department, charged with the promotion and development of trade, both import and export, between Scotland and countries overseas, notably our Dominions.

In these days when there is a tendency to centralise trade upon London in the South, especially in connection with the trade of certain of our Dominions, the existence of markets, and the port and transport facilities offered by Glasgow, have often been forgotten, or ignored. With the intensive competition to-day in the marketing of food and other supplies, the question as to the most economic means of supplying by the most direct methods the populations of the various big ports has not received that attention which it merits, with the result that the markets of Scotland, and those of Liverpool and Manchester, supplied by their respective ports, have, in many instances, not been developed with the success they might be.

It is largely towards the development of Empire trade in Scotland that this new Department will turn its attention, and there are already signs that the advantages which Glasgow offer to our Dominions will, before many years elapse, be taken greater advantage of.

Another question which vitally affects the future prosperity, not only of the port, its markets, and the various forms of transport, but also the welfare of the community, is the attraction of new industries to its area. Here again, since the War, there has been an enormous increase in the number of works and factories established round the London area.

With the advantages which are to be found in the Clyde area, there is surely a future awaiting development in the building up of Glasgow as a still greater industrial centre, the fulfilment of which would undoubtedly be to the general prosperity of Scotland.

Glasgow has built up a great tradition, but a great city and port cannot continue to thrive on tradition alone. It is not intended that the efforts made in the past shall be allowed to suffice, or that the changed conditions ruling to-day shall not be met by the energetic action which they demand. The next ten years will undoubtedly see a great progressive change in the fortunes of Clydeside, particularly if those engaged in its development, and all associated with that development, carry out a progressive policy, and introduce that vision which is so necessary in these days of rapid advancement in formulating their future policy. It is the future to which Glasgow and Scotland have to look, and not the achievements of the past. If this is borne continuously in mind, Glasgow and the Clyde will justly lay claim to its boast of "looking ahead."

America's Bid for Atlantic Traffic.

Two New Liners for the United States Lines.

DETAILS of the first two liners of the United States Lines construction programme have reached London. The contract has been awarded to the New York Shipbuilding Company, and it is stated that these two 30,000 ton liners will be the largest and finest vessels ever built in America. Their total cost will run into over £4,200,000 and the contract calls for the completion of the first of them within 26 months, or July, 1932, and the second within 30 months, or November, 1932. It is planned to operate these ships with the "Leviathan" between New York, Cherbourg and Southampton, until such time as the two monster ships which the United States Lines proposes to construct will be ready for service. Subsequently they will be operated between New York and Hamburg. It will be recalled that the United States Postmaster-General recently awarded the United States Lines mail contract for both the New York—Hamburg and New York—Cherbourg—Southampton routes. They will be similar in exterior design to the "Leviathan," except that they will have two funnels, while the "Leviathan" has three. The interior of the new ships will be even more luxurious than the present flagship of the American Merchant Marine. They will have a length of 705 feet, and a beam of 86 feet, and will carry first, tourist and third class passengers, to a capacity of about 1,300. The United States Lines do not plan to carry second class passengers, and it will be recalled that the "Leviathan" was the first monster ship to discontinue accommodations for this class. First consideration in the planning of these new ships has been given to the comfort and safety of the passengers. The regulations adopted at the International Safety at Sea Conference, held in London last year, will be fully complied with. In addition, every possible luxury will be provided. The signing of this contract by Mr. P. W. Chapman constitutes the first tangible step in the inauguration of the United States Lines construction programme, which will involve approximaely £18,000,000.

Liverpool Shipping and Forwarding Agents' Association.

LIVERPOOL Shipping and Forwarding Agents' Association has called the attention of the General Trade Committee of the Liverpool Chamber of Commerce, to the method adopted by members of the North Atlantic Westbound Freight Conference in assessing freight charges on small shipments to U.S.A. as compared with the method adopted by the same steamers when carrying small shipments from the U.S.A. to the United Kingdom, the latter shipments receiving more favourable treatment. The association asked that the matter be taken up with the North Atlantic Westbound Freight Conference. The Committee decided to communicate with the North Atlantic Wetbound Freight Conference with a view to securing more equitable treatment. This decision now awaits the ratification of the Council. Mr. F. Brocklehurst, at the meeting of the Chamber, held at Liverpool on 27th May, said the Liverpool Shipping and Forwarding Agents' Association pointed out that whereas ships belonging to British companies were prepared to carry from North America to United Kingdom ports, any number of small consignments grouped on pro rata freight rates, without any particular assessment of separate minimum charges, the more intricate method of assessing freight charges adopted by the North Atlantic Westbound Freight Conference created a distinct handicap on small shipments, and thereby involved a discrimination against exports from this country to North America in favour of American exporters to this country.

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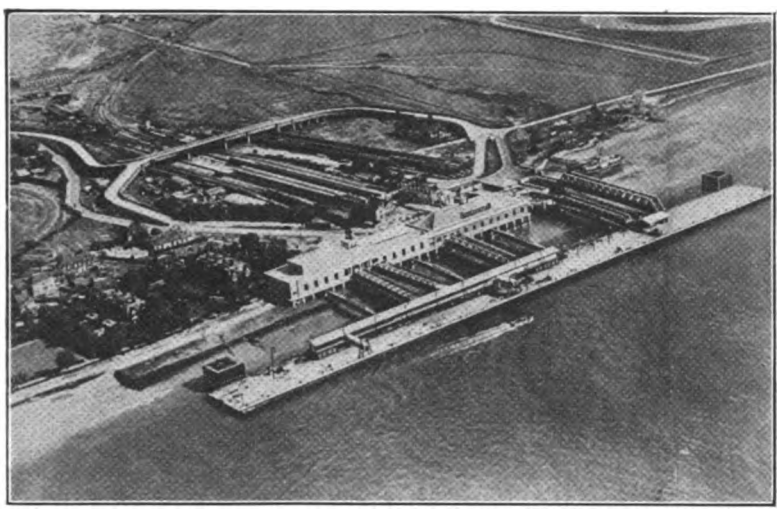
Tilbury Passenger Landing Stage.

Official Opening.

THE new landing stage at Tilbury, constructed by the Port of London Authority in co-operation with the London, Midland and Scottish Railway, was opened on May 16th last by the Prime Minister, Mr. Ramsay Macdonald.

Mr. Macdonald, who was accompanied by Lord Ritchie of Dundee, Chairman of the Port of London Authority,



Photo] [Sport and General.

AERIAL VIEW OF NEW TILBURY PASSENGER LANDING STAGE, SHOWING CIRCULAR ROAD AND RAILWAY TRACK.

Sir Josiah Stamp, President of the London, Midland and Scottish Railway, and a large number of guests, made the journey to Tilbury by river.

Upon arriving at the Landing Stage, Lord Ritchie called upon Mr. Macdonald to declare it open. This Mr. Macdonald did with a few well chosen words, and immediately afterwards completed the ceremony by mooring the P. & O. liner "Mongolia" by attaching a hawser to a bollard. The "Mongolia" was the first ship to be berthed there.

After the opening ceremony a luncheon was held in the large Customs Examination Hall, where Mr. Macdonald was presented with a replica of an inkstand at the Treasury. Sir Josiah Stamp proposed the health of the Prime Minister and said that it was seven years since the L.M.S. and the P.L.A. had agreed to co-operate in the scheme. The scheme would go a long way towards putting London in its proper position as a first class passenger port.

Mr. Macdonald, who was loudly cheered on rising, first thanked Lord Ritchie for the memento which had so kindly been presented to him. Time and again he had admired the original at the Treasury and had wondered whether out of the sumptuous salary of his office he might be able to present himself with something of the kind as a memento of a hard life.

In the course of his remarks, Mr. Macdonald confessed that to him the Custom's House Examination Hall had a most forbidding aspect, where officials in uniform demanded "Have you anything to declare?" He said that this was a particularly trying experience when you had a couple of hundred cigars or something of the kind tucked away in a corner of one of your cases, and wondered with fear and trembling whether the eagle eye of the official would pick out the right case.

In concluding, Mr. Macdonald congratulated the Architect, Sir Edwin Cooper, upon the new landing stage and also the engineer, Mr. Frederick Palmer, who had been in charge of this new development of the P.L.A.

Lord Ritchie returned thanks and said that the credit for whatever the Authority had achieved was due in a large measure to the fact that they had in Mr. Owen a most able General Manager with a genius for organisation

Referring to the Port, he said it was refreshing in times of depression that there had been a gradual increase in imports handled by the Authority during the year ended 31st March and a small increase in exports. The shipping figures for the same year were a record, amounting to 57½ million tons, against 38 million tons when the Authority came into existence 21 years ago.

The Port of London Act placed the Authority in a position to raise the necessary funds, and in the course of 21 years the Authority had spent nearly 20 million pounds in carrying out improvements. Of these 20 millions, 16 had been spent on major capital works on which the Authority received financial assistance from the Government on 5 millions in the shape of one half interest on that sum for a period of 15 years. Four millions had been spent on re-equipment and works of improvement of a minor character. They claimed that the Port was now in a position of high efficiency and would bear most favourable comparison with the other ports of the world.

Concluding, Lord Ritchie said he thought it was Lord Devonport who originated the proposal soon after the Authority came into existence. There were delays, including, of course, the war, before it could be undertaken, and it was only possible to commence the work about three years ago. They had been associated all through the work with the L.M.S. and their predecessors, the Midland Railway, without whose valuable co-operation the construction of the landing stage would not have been possible. The L.M.S. had spent a large sum on providing a new and imposing station and in providing equally good facilities.

DETAILS OF THE IMPROVEMENT.

The provision of the Tilbury Passenger Landing Stage now rendered it possible to discontinue the practice of conveying passengers by tender between the shore and vessels lying in the River and of embarking or disembarking passengers in dock, the depth of water being sufficient to enable any vessel using the Port to lie alongside the Stage at any state of the tide. The length of the platform alongside which the liners will be berthed is 1,142 feet and 80 feet wide.

Photo] [World's Carriers.

MR. RAMSAY MACDONALD DECLARING THE NEW LANDING STAGE OPEN. ON THE RIGHT ARE LORD RITCHIE OF DUNDEE AND SIR JOSIAH STAMP.

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The Stage carries a two storey building 500 feet long in which are provided waiting rooms, shelters and other accommodation, while on the upper floor is a covered gangway affording direct access to the vessel by elevated travelling gantries.

The erection of the Baggage Hall and the new Railway Station involved the construction of a reinforced concrete platform 600 feet long over the foreshore of the river. The internal dimensions of the hall are 295 feet long, 72 feet wide and 38 feet high. The hall has been designed to give the maximum amount of light and ample space for the sorting of passengers' luggage, benches being arranged down the centre to meet the requirements of the Customs' Officers. Direct communication is afforded between the Baggage Hall and the new station of the L.M.S.

The Railway Station adjacent to the Baggage Hall, together with its approaches, has been completely remodelled by the London, Midland and Scottish Railway Company. A new and spacious circulating area has been constructed, as well as new booking offices, refreshment rooms and usual offices. Additional lines have also been provided and the existing platforms have been extended to accommodate main line trains.

News from the Ports.

Now a J.P.—Mr. A. A. Ashton, J.P., whose name has been added to the Commission of Peace for Southport, commenced his shipping career with Messrs. D. and C. Macines, of Manchester, in the Bombay, Karachi and Persian Gulf trades, and afterwards served with the same Company in the Australian and Canadian trades. He was subsequently transferred to the coasting business of Messrs. F. and H. Powell, and the British and Irish Steamship Company, the Belfast Steamship and other coasting companies operating from Liverpool, London and the East Coast ports. For 18 years Mr. Ashton was hon. secretary of the Manchester Steamship Owners' Association.

THE FORD MOTOR CO.'S MOTOR BOAT "JOSEPHINE."

Travelling on the Thames.—Commuting on the Thames by motor boat is the newest form of travel launched by the Ford Motor Company, Ltd. The boat, the "Josephine," has been put into commission for the express purpose of carrying Ford officials to and from their London offices in Regent Street and the new works of the company, now in the course of construction at Dagenham, Essex. One hour is sufficient to make the trip to Dagenham, whereas by road, the same trip requires double that time. The "Josephine," which was constructed by Mr. William Osborne, of Littlehampton, is 36 ft. 6 in. overall, is fitted with a 200 h.p. Scripps marine engine, and is capable of a speed of 24 m.p.h. The boat will accommodate 12 passengers in comfort. Mahogany and English oak have been employed in the hull. The after part of the boat is given up to a small cock-pit and a roomy cabin, while the control cock-pit and machinery are forward and entirely separated from the after part of the boat.

The Dublin—Liverpool Service.—The British and Irish Steam Packet Co. has improved and accelerated the Liverpool—Dublin service, on which route, since June 2nd, three larger and faster steamers have been placed—an innovation that is calculated to benefit both the port of Dublin and the Company in future. So as to mark, in advance, the inauguration of this enterprise in transport between Dublin and Liverpool, the B. & I. Co., on May 18th, entertained a large and distinguished party of guests to a cruise in Dublin Bay on board the "Lady Leinster," one of the fine and powerful steamers—all of 2,267 tons, with a speed of 18 knots—placed on the service. Sir Alfred Read, the Chairman of the B. & I. Co., in the course of an address said that the Irish Free State was making steady progress year by year, and in his opinion would continue to do so, and would come out of her recent difficulties with flying colours in the end. Those in authority were working—irrespective of everything else—for the success of the country. They in the Irish Free State intended to produce the best in the world, but producing, they must likewise market their supplies under the best possible conditions. They had the prosperity, the financial success, and the increasing transport of the Irish Free State at heart.

Deep Water Quay on the Wear. — Sunderland Town Council, at a special meeting on May 28th, approved the scheme for the construction of a deep water quay at an estimated cost of £310,000. It had previously been passed by the River Wear Commissioners, and will now be submitted to the Government with a request for a satisfactory employment grant. It is understood that the Government have conditionally promised the whole of the interest on the undertaking during the period of its construction. This represents £15,500, and for the next 13 years Government is also to meet 50 per cent. of the loan charges, or about £7,500. Originally mooted 28 years ago, the building of the quay will occupy two years, between 200 and 250 men being regularly employed during that time.

Newcastle's Guests.—Members of the "Association des Grands Ports Français"—consisting of prominent members of the French Parliament, presidents of French Chambers of Commerce, etc.—have been visiting Newcastle and were the guests of the Tyne Improvement Commission when they had a river trip on the Tyne. For the Association's English visit the ports of London and Liverpool were also visited.

Honour for Major Eckes. — Major J. A. Eckes, of Messrs. Langstaff, Erembert and Co., shipping and forwarding agents, of Royal Liver Buildings, Liverpool, whose portrait appeared in our last issue, on 27th May, was elected Chairman of the Liverpool Chamber of Commerce in succession to Col. A. Buckley who has retired owing to pressure of work. At the Eighteenth Annual Meeting of the Liverpool Chamber of Commerce, Lieut.-Col. A. Buckley paid a warm tribute to Major Eckes. As a partner in an old-established shipping firm with wide experience as a forwarding agent, Major Eckes, he said, had been brought into contact with all kinds of trades. He spoke several languages and knew conditions on the Continent and in countries abroad such as South America, intimately, and he would fill the Chair with credit to himself and the Chamber.

Big Order for Clyde.—John Brown & Co., Ltd., Clydebank, are to build the new giant liner for the Cunard Line. Work will commence almost immediately and part of the river will require to be dredged before the steamer is launched. Several thousand men will be engaged in the work of building, and the placing of the order has given great satisfaction to many trades which depend upon the shipbuilding yards.

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Manchester Ship Canal Receipts Down. — In their monthly "approximate traffic return" the Manchester Ship Canal Co. report that receipts in the month of April were £96,773, or £21,641 less than in the corresponding month of 1929. The receipts for the first four months of this year were £34,264 less than last year. Revenue was adversely affected by the strike of Manchester dock labourers who were absent from duty for eight days. It appears to be quite possible that the loss of receipts from this cause was something between £10,000 and £15,000, if not more.

Manchester's Big Imports.—A feature of recent imports at Manchester is the unusually large cargoes of Indian cotton entering the port. The steamer, "City of Birmingham," created a new record with nearly 20,000 bales. The imports of East Indian cotton for the current season were over 76,000 bales compared with over 34,000 for the corresponding period of the preceding season. Inward fruit cargoes are above the average, and iron ore and timber imports have also improved.

Salving a Wreck and Refitting.—The steel built auxiliary motor vessel, "Oranje," which was swamped in a gale and sunk in the Estuary of the Thames at the end of December last year with the loss of the Captain and his Mate, was purchased by G. J. Palmer & Sons, of 1 Fenchurch Street, London, E.C.3, and has been floated by them and brought up to Millwall for refitting to be used in their trade between the Continent and their wharf at Kingston-on-Thames.

Southampton Docks.—Work on the big dock extension scheme at Southampton is progressing very satisfactorily, and there is every indication that at least 1,000 feet of the new quays will be available for shipping next year. Already fifteen of the giant 7,000 ton monoliths forming the deep water quay wall have been sunk to the required depth thus representing 750 feet of the wall. In addition, approximately 8,000,000 tons of spoil have been dredged from the River Test and part of this is being used in the reclamation work now proceeding in connection with the scheme. Comment has been made previously in these notes of the increasing trade with New Zealand and Australia, and this year more shipments have been dealt with than in the corresponding period of any recent season. The vessels of the New Zealand Shipping Company have made a notable contribution to the new traffic, and five recent freights each included more than 10,000 carcases of meat besides big quantities of fruit and general cargo. Advantage has been taken of the cold storage accommodation at the docks for the reception of big consignments of mutton and lamb. Another prominent traffic that is also dealt with at the cold store ex these ships is fruit, the facilities at the port for handling, storage, etc., being much in favour with New Zealand growers and shippers. The annual new potato season is now being experienced and from the latter part of May until the end of July many thousands of tons of this vegetable will pass through the docks from the Channel Isles and French ports. This season the first shipment was received from Jersey in the middle of May, the earliest French consignments following about a fortnight later. The great bulk of this traffic is handled in June and at this period the Southern Railway Company's cargo fleet is augmented by the charter of several other vessels, the additional tonnage being necessary to deal adequately with the immense proportions of this important perishable traffic.

Spanning the Tyne.—Conferences have been held between officials of the South Shields and Tynemouth (North Shields) Corporations and Mr. D. Anderson, an expert engineer from the firm appointed by the Ministry of Transport (Messrs. Mott, Hay, & Anderson), with a view to linking up those two towns by a crossing over or under the Tyne. The problem has been much debated for years. Mr. E. W. Chalmers Kearney has a scheme for connecting these harbour boroughs by means of a tube at an approximate cost of £400,000.

Why Liverpool Has Lost Traffic.—"Some trades complain, not without reason, of the loss of geographical advantage at one time enjoyed by the port" states the annual report of the Liverpool Chamber of Commerce, "this natural advantage being depreciated by freight rate adjustments to continental and other ports. The demands on Liverpool as an import and marketing centre in relation to the import trade of the United Kingdom, in the severe redistribution of trade which is taking place nationally, are undergoing a considerable change. Liverpool is losing touch with several commodities, the import of which over a long period were of outstanding importance to the trade. Other points of ingress are being used and giving rise to marketing organisation of a competitive kind."

Establishment of Shipping Bureaux in China.—In connection with the establishment of Shipping Bureaux by the Ministry of Communications to promote maritime development, it is learned that five main Bureaux will be opened for the more important ports in the country, with a number of branches attached to each Bureau. The five Bureaux are:—1. Shanghai Shipping Bureau, with branches at Nanking, Chinkiang, Soochow, Haichow, Hangchow, Ningpo and Wenchow. 2. Tientsin Shipping Bureau, with branches in Tsingtao, Chefoo, Chinwangtao, Yingkow and Antung. 3. Canton Shipping Bureau, with branches in Foochow, Amoy, Swatow, Hainan and Wuchow. 4. Hankow Shipping Bureau, with branches at Wuhu, Kiukiang, Changsha, Ichang, and Chungking. 5. Harbin Shipping Bureau, with jurisdiction over the areas served by the Sungari, Amur and Ussuri Rivers.

Improvements at Hull.—The London and North Eastern Railway Company are proceeding with the reconstruction of the buildings on No. 2 Fish Quay at the St. Andrew's Dock Extension, Hull, and are in negotiation with the fish trade regarding the extent of this office accommodation for the fish merchants which is to be replaced on a separate site. As soon as the work on No. 2 Quay is sufficiently advanced to permit of the quay being fully used it is understood that the Company intend to widen No. 1 Quay at the St. Andrew's Dock from 60 ft. to 90 ft. This will involve the removal and replacement on another site of several buildings including the Fish Merchant's Club and the Company's Fish Dock Agent's Offices.

Merklands Wharf.—The Clyde Trust have taken over from the Glasgow Corporation the Merklands Wharf which is used for a livestock landing place for Irish cattle. The Trust will develop their latest acquisition and use it for the purpose of attracting trade to the Clyde.

Imperial Dock, Leith.—A start has been made at the Imperial Dock, Leith, with the foundation work of the new power station which is part of the scheme for supplying hydraulic power for the two new movable railway hoists. The Leith Commission have now five dock improvement schemes in hand.

Centenary of the Liverpool and Manchester Railway.

Liverpool Pageant—September 13th—20th, 1930.

THE Liverpool pageant, to be held in Wavertree Playground, Liverpool, for a week commencing September 13th, in celebration of the centenary of the Liverpool and Manchester Railway, will be the largest of its kind ever produced. More than 5,000 people will take part, including a corps de ballet of 200 members, a children's choir of 1,500, an operatic chorus of 250, and three bands. A huge stage with a proscenium opening 100 yards wide, will be erected on the pageant ground, and the huge curtain fronting the stage will be painted with designs symbolical of the progress of transport from the cave age onwards.

THE EVOLUTION OF TRANSPORT.

The pageant, which has been written by Mr. Matthew Anderson, Secretary of the Liverpool Organization, is in two parts The first part depicts the changes wrought on civilisation by the progress of transport from the days when the cave man dragged his bride to his rockside dwelling to the modern age of whirlwind mechanism.

Ancient and modern methods of transport chosen from every corner of the world will be reproduced in the procession in all their picturesqueness and variety.

Typical incidents and conveyances from every part of the world and every period of human history figure in the first processional part of this stupendous pageant. A Narrator will describe each incident and link up the various scenes. Appropriate musical selections and songs will illustrate the successive items, while ballet work will be one of the outstanding features of the incidental episodes which knit the pageant together in narrative form.

The second part of the pageant will be a series of scenes depicting a century of Lancashire life.

The pageant concludes with a magnificent reconstruction of the scenes at the opening of the railway.

Aeroplanes flying overhead in the afternoon will link up the pageant with the latest stage in human locomotion.

Another splendid feature of the celebrations will be a great exhibition of railway models which will be open daily in St. George's Hall, and which represents the finest and most comprehensive aggregation of models of railways and railway stock ever brought together.

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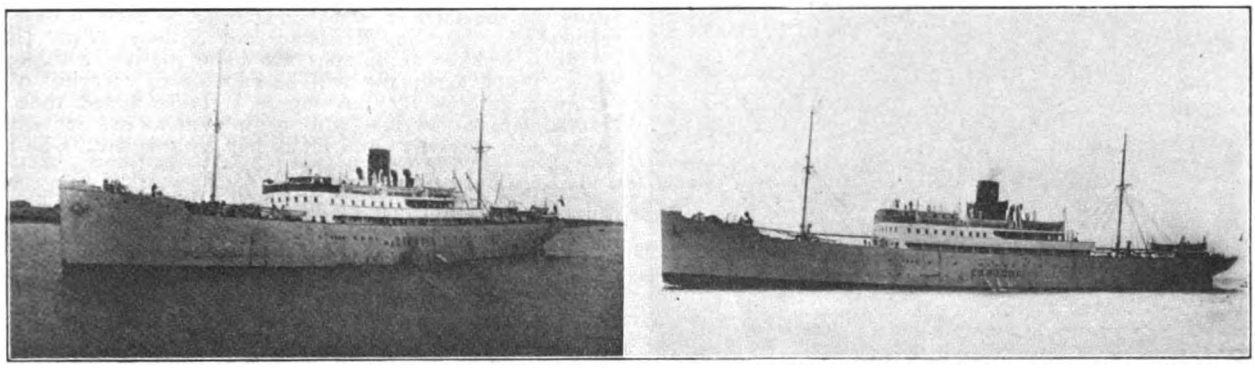
Railway Notes and News.

Station to Close.—The L.N.E.R. announce that Akeman Street Station between Wotton and Calvert will be closed for passenger traffic on and from July 7th.

Railway Engines Required in Egypt.—A Cairo message states that the Egyptian State Railways invite tenders, closing on August 2nd, for the supply of fifteen or twenty engines with tenders for mixed traffic.

New Nightly Service to the Continent.—The L.N.E.R. announce that a new nightly steamship service (Sundays included) is now operating in each direction between Harwich (Parkeston Quay) and Zeebrugge. The new route provides a direct service to the Belgian Coast with electric tram connections to Ostend, Blankenberghe, Knocke, Heyst, etc. At Zeebrugge Quay a special express train awaits the arrival of the steamships and runs direct to Bruges, Ghent and Brussels in connection with trans-Continental expresses for all parts of Europe.

Scandinavia via Harwich-Esbjerg by "The Scandinavian."—The London and North Eastern Railway's contribution to the much improved through service between London and Scandinavia via Harwich-Esbjerg takes the form of an accelerated running (non-stop) of the Boat Train Express—the journey from Liverpool Street to Parkeston Quay taking only 1 hour 36 minutes, and the provision of a beautiful new train which bears the name "The Scandinavian." The train is composed of 9 up-to-date coaches and restaurant cars giving the utmost comfort to both 1st and 3rd class passengers. The joint service of the London and North Eastern Railway's "The Scandinavian," Det Forenede Dampskibs Selskab's excellent vessels, including the three new motor ships between Harwich (Parkeston Quay) and Esbjerg, and The Danish State Railway's accelerated running of the boat train in Denmark, together with the facilities of The International Sleeping Car Co.'s sleeping cars, 1st, 2nd and 3rd class to Copenhagen and 1st and 2nd class through to Helsingborg, makes it possible to connect there with the day express from Copenhagen via Helsingborg and Gothenburg to Oslo, Stockholm, and thence to Finland. Seats in the through cars to Oslo and Stockholm may be reserved in advance on this side. The new through service running every week day from London and Parkeston Quay affords the most direct and most comfortable means of reaching any destination in the Scandinavian countries. In the opposite direction equally excellent facilities are provided.



LEFT: M.S. "PARKESTON" AND RIGHT M.S. "ESBJERG" ON THE ROYAL DANISH MAIL ROUTE BETWEEN HARWICH-ESBJERG FOR DENMARK, NORWAY AND SWEDEN.

New Traffic Scheme on Irish Free State Railways to Operate from 1st July.—In Dail Eireann on 28th May an important announcement, with respect to the transport of goods on Irish Free State railways, was made by Mr. P. McGilligan, Minister for Industry and Commerce. In the course of his remarks he explained that the "Appointed Day," provided for by the Railway Act of 1924, had been fixed by the Railway Tribunal as the 1st July, 1930. On that day a new classification of merchandise would take effect, as would also certain new standard conditions of carriage and standard charges. The new classification of merchandise replaced a system which was an arrangement of goods according to their importance from the British industrial standpoint, which, of course, was quite unsuited to the conditions of the Free State. The new scheme put traffics in what was considered to be their proper position from the point of view of fostering and developing Irish trade. Standard charges were a necessary corollary to the standard revenue laid down by the 1924 Act. In the old unamalgamated railway routes in the Free State there were different rates operating; but the new charges would be applicable to all the sections of the Great Southern Railways Company's system. Exceptional rates would continue to a greater extent than his Department had fought for, owing to a decision of the Court against their contentions, but still they might not be as wide as they used to be. There were a certain number of other alterations in railway law of a minor nature which would also come into force on 1st July, and traders generally would be well advised to make themselves fully acquainted with those changes.

L.N.E.R. Magazine.—The June issue of the London and North Eastern Railway Magazine contains some very interesting articles. First place is given to a departmental article on "Agricultural Transport" with a striking full page illustration of "Stratford Market." Other special features are:—Full page picture of the "hush-hush" engine at Cambridge's Railway Exhibition. Passenger Notes—brief and to the point and dealing with a multitude of subjects ranging from "motor bus business" to "Pigeon Racing." Engineering Notes—short articles of bridge replacements on the G.E. Section and an account of a permanent way renewal with steel sleepers near Aberdeen.

The Railway Barometer.—The railway traffic receipts of the four group railway companies have now been published for the first 21 weeks of 1930 compared with the same period in 1929, and are as under:—

	1930	1929
	£	£
Passengers, parcels, etc. ...	26,265,000	27,337,000
Merchandise, etc.	26,069,000	26,618,000
Coal, coke, etc.	14,724,000	15,158,000
	67,058,000	69,113,000

The Whitsuntide traffic is included in the figures for 1929, whereas the holiday fell on a later date this year.

New Railway Garage for Parkeston Quay. — The L.N.E.R. are to construct a new open garage with lock-up accommodation for thirty cars in place of their existing garages which have proved extremely popular with motorists en route for the continent. The new garages will be attached to the Great Eastern Hotel at Parkeston which is situated on the quayside within a few seconds walk of the steamer gangways to the Hook, Antwerp, Zeebrugge, Flushing and Esbjerg.

Reviving Interest in Thames-side Resorts.—The efforts which are being made to revive the interest of Londoners in the Thames-side resorts are well supported by the Great Western Railway who have just issued a most attractive folder written by Mrs. R. H. Gretton, J.P., B.Litt., Oxon., and are widely circulating it to their station and office organisation in England, Scotland, Ireland and Wales and abroad. The folder contains an excellent map of the Thames Valley from London to Lechlade and is copiously illustrated with excellent photographic views of the chief places of interest along the river. Particulars are given in the folder of a number of most attractive combined rail and river steamer trips which can be made within the compass of a day's sight-seeing.

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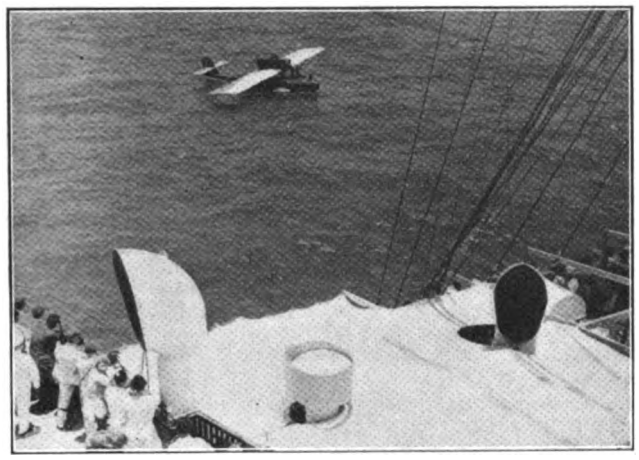
Air Transport Notes.

Putting Liverpool on Air Map.—Liverpool Corporation Finance Committee has provisionally sanctioned a scheme of Imperial Airways, Ltd., for a twice weekly service from Liverpool, Manchester and Birmingham to certain Continental centres during June, July and August to test the demand for quick transport to Holland, France, Germany, and Belgium. It is proposed to operate the service by Handley-Page-Rolls-Royce air liners from Liverpool to Croydon, calling at Manchester and Birmingham, and connecting at Croydon with services of triple-screw Armstrong-Siddeley air liners to all parts of the Continent.

New Ship-to-Shore Air Mail Service.—An arrangement has recently been concluded between the Condor Syndicate, the Deutsche Luft-Hansa and the Hamburg South American Line for the carriage of express mails by the two fastest steamers in the South Atlantic Service, the "Cap Arcona" and "Cap Polonio." The European mail is now being conveyed by air to the Canary Islands and picked up by these liners off Las Palmas on their outward journey. On their homeward journey similar arrangements will be made for picking up the airborne eastbound mail at Fernando Noronha, a little island near the Equator. It is estimated that this new arrangement will speed up the mail between European and Latin American countries by three days.



THE NEW SHIP-TO-SHORE AIR MAIL.

Hull's Air Pride.—Hull's position in regard to the air has been very much to the forefront. Miss Amy Johnson's historic solo flight to Australia has, of course, directed wide and very welcome attention to the city of her birth. For years past commercial and official people have been very busy endeavouring to put Hull "on the map," but nothing they ever dreamt of could have done it half so well as this daring adventure. The day Miss Amy Johnson visited Hull the Lord Mayor's Secretary, Mr. Wright, who also acts as Assistant Secretary to the Development Committee, unfolded to the present writer a scheme he had in mind for a great international air race, with Hull as its chief centre and finishing point. Many experts have pointed to Hull as the natural port for an air service between England and the northern European countries. Mr. Wright's idea was that such a race would demonstrate the truth of what the experts said. His plan was that the machines should start at Belfast, travel via Liverpool to Hull, and then cross the North Sea to Hamburg, afterwards going on to Denmark and Norway, finishing up with a flight back to Hull. Sir Sefton Brancker favoured the scheme, the Development Committee adopted it, and now negotiations are taking place with the leading aeronautical bodies in the country with the view to carrying it into effect next summer. Prizes amounting to £10,000 are spoken of.

"See the World from a Different Angle." Imperial Airways Services.—We have received the time-table of Imperial Airways summer services, European Division. Full details are given of the services between London and Paris, Basle, Zurich, Brussels, Cologne, Amsterdam, Hanover and Berlin, particulars of fares, etc. For England-Egypt-India services a separate time table is issued, and may be had on application to Imperial Airways, Airways House, Charles Street, S.W.1. The air liners used by Imperial Airways are entirely British and are regularly subjected to the tests imposed by the British Air Ministry, tests which set the highest standard of safety in the world. The pilots are picked men with extensive experience in the piloting of large passenger air liners and they too must pass frequent tests for fitness and capability. The "Silver Wing" de Luxe service will, this summer, be operated chiefly by aircraft of the famous "Argosy" class, built by Messrs. Armstrong-Whitworth, Ltd. Seating accommodation is provided for 19 passengers, in addition to a Steward and Buffet. Each of these aeroplanes is powered by three Jaguar motors, developing more than 1,200 total horse power. The England-India air mail and passenger service is now operating through central Europe and on an accelerated time-table. Political difficulties prohibited the continuance of the service via Italy. The new route is by way of Cologne, Nuremberg, Vienna, Budapest, Belgrade to Salonika, thence by flying boat to Athens, where it joins the original route to Alexandria, and continues by way of the Arabian Desert to Baghdad and Basra, and along the coast of Persia to Karachi and Delhi. Athens is now brought within 48 hours of London, Egypt within three days of London, Iraq is only four days distance, and India is reached in seven days.

Dutch East Indies Air Line. Australia Service to be Started.—A Sydney message says that a representative of the Dutch East Indies Air Line states that the Company has decided to start in October a service between Sourabaya, Darwin, Brisbane and Sydney. Two three-engined Fokker aeroplanes are being built for this purpose. Each aeroplane will be capable of carrying a ton of mail and twelve passengers. It is added that the Holland-Java service will begin again in September. Australian travellers and mails will by this means be able to reach Holland in thirteen days.

Aviation Developments in Canada.—Important developments in aviation in Canada are foreshadowed in the programmes of the Federal and Provincial Governments and private companies operating in the Dominion. The Dominion Government, says Reuters' Ottawa correspondent, has made an appropriation of 7,475,700 dollars (nearly £1,500,000) to be spent on improvements in existing airways and extensions in the air mail service. Aeroplanes now fly daily with mail from Halifax and St. John, on the Atlantic coast, to Montreal; from Montreal to Toronto; from Toronto to several cities in Western Ontario and Detroit, U.S.A. In Western Canada there is a daily service from Winnipeg to all the principal cities in the Prairie Provinces. A service will be established this year between Montreal and Winnipeg and between Toronto and Winnipeg. Mail is also carried by air to trading posts in the Far North. Surveys are now being made to establish the safest route for air mails across the Rocky Mountains, and the necessary beacons may be installed next year. On the Pacific Coast there is a daily air mail between Vancouver and Victoria and Seattle, U.S.A. Air mail connections with the United States are planned at several other vantage points along the 3,000-mile frontier. There is also a possibility that a private enterprise, financed by British and Canadian capital, will attempt to establish air communication with Western Canada from Great Britain, via the Faroe Islands, Iceland, Greenland and Baffin Land to Winnipeg.

Canada's Fine Air Port.— Canada will soon have in the Maritime Provinces one of the finest air ports on the American continent which eventually, in the opinion of aeronautical experts, will become the centre for a great volume of the overseas mails when the air mail routes across Canada are more firmly established and which may become a trans-Atlantic airport when overseas flying develops. A report to the Department of Commerce from the United States Consul at St. John, New Brunswick, said the airport at Millidgeville, St. John, is expected to be fully licensed as a result commercial airport within the near future. The airport covers 102 acres, with two completed runways 150 feet in width, one of which is 1,800 feet long, and the other 2,200 feet in length. At present the airport, while not completed, is in good shape for landing, and, the report states, having both seaplane and airplane accommodations, it is reputed that pilots who have used it consider it to be the best in Canada. The mileage from the St. John air port to important air port cities on the American continent is:—Toronto, 690 miles; Ottawa, 475; Montreal, 375; Quebec, 275; Fredericton, 50; Moncton, 85; Charlottetown, 160; Sydney, 290; Halifax, 125; Bermuda, 1,025; Boston, 325, and New York, 500.

REUTERS TRADE SERVICE.—By special arrangement with Reuters Trade Service we are publishing news items from all parts of the world dealing with transport matters.

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"Safety First" Congress.

Precis of Points Affecting Vehicle Owners.

THE many sidedness of the "Safety First" movement was clearly shown at the National Safety Congress (of the National "Safety First" Association) held at Liverpool on 20th, 21st, and 22nd May last. The Conference, which was attended by nearly 300 representatives from all parts of the country, was opened by H.R.H. The Duke of York. Of particular interest was the Paper "The Development of Roads and Road Transport," which was read by **Sir Henry P. Maybury, G.B.E., K.C.M.G., C.B.** It gave rise to a discussion which had many points of value. Several delegates voiced the desire that there should be standardisation in the construction and erection of automatic traffic signals, but it was questioned by some authoritative speakers whether the time had yet arrived when the policy of standardisation should be embarked upon.

Mr. Robert Beveridge, of Edinburgh, in his Paper on "Street Lighting and Illuminated Traffic Signals," suggested the Road Fund might be quite legitimately applied for the lighting of roads which qualified for unemployment grants. After all, he said, lighting was only the completion of the otherwise splendid roadways which the Fund had brought into being.

Lord Brentford, as President of the National "Safety First" Association, presided at the delegates dinner which marked the opening of the Congress, and the **Lord Mayor of Liverpool,** speaking at the Banquet, held that we must overhaul our habits and adjust them to modern conditions. Safety of life could only come, in the fullest measure, from the more general understanding and practice of the simple principles of safety first.

Lord Brentford said: "We read too much about what is wrongly described as the removal of all limits of speed when the present Road Traffic Bill becomes law. To my mind this is a fault of perspective. What is proposed to be done is to set up a criterion, the adjustment of speed to the circumstances, and not to the arbitrary rate irrespective of circumstances. Motorists must not take this Bill as giving them a charter for unlimited speed. It is only a charter for safe speed, and no driver need think that under this Bill he is going to have a licence to go at any speed regardless of the safety and convenience of others."

SIR HENRY MAYBURY'S PAPER.

Sir Henry Maybury, in the course of his Paper on "The Development of Roads and Road Transport," said that the owners of mechanical vehicles provide, by means of direct taxation, some £25,000,000 per annum, and they also, as ratepayers, join with other ratepayers in contributing a like amount, but the cost to the community of the want of consideration of some road users could hardly be measured in money seeing that avoidable accidents must be responsible for the expenditure of many millions of pounds a year. It was, however, a subject for much gratification that accidents had begun to show a tendency to decrease in numbers, and this notwithstanding the expansion of the road fleet.

"What are the chief causes of accidents on the highways? The report on the Administration of the Road Fund for the year 1928-1929, in dealing with accidents shows that between the 1st April, 1928, and the 31st March, 1929, 394 accidents were enquired into, and the causes were dealt with in groups under the following headings:—

(a)	Mechanical defects of the vehicle ...	68
(b)	Unsatisfactory road conditions	84
(c)	Error or negligence on the part of the driver	200
(d)	Other causes	42

The vehicles involved in such accidents were:—

(a)	Public service vehicles ...	84 or 21 per cent.
(b)	Private vehicles	269 or 68 per cent.
(c)	Commercial vehicles ...	45 or 11 per cent."

The human element was responsible for the largest proportion of accidents, whilst the second largest contributory cause was 'mechanical defects' in the case of the heavy vehicles, and 'unsatisfactory road conditions' in the case of private or other light vehicles.

Under certain climatic conditions road surfaces, of whatever material they may be composed, will occasionally be slippery, and will, in spite of the exercise of the greatest care, cause some skidding. An experienced user of the road will, however, always be watchful for such conditions. Road surfaces become polished by the traffic, and a certain amount of foreign and vegetable matter is deposited thereon. When the rain comes, this makes a soapy mixture, which renders it difficult to hold a car going at any speed in a straight line.

THE DISCUSSION.

There followed a discussion which covered a wide range. Considerable emphasis, however, was given to the importance of the personal element if road accidents were to be avoided. As one delegate put it, the one great enemy of road safety is apathy.

Mr. R. W. Royle, traffic manager, C.W.S., Manchester, said that the "Safety First" movement would be greatly assisted if motor owners would give encouragement to their drivers to observe the principles of careful driving. Two years ago his firm joined the "Safety First" Council, since when there had been a remarkable drop not only in the number of accidents but in the cost of repairs. The number of vehicles kept on the road had been increased and the number off the road reduced. It would be their pleasure that week in Manchester to distribute 200 certificates to drivers who had earned them and, in addition, each would receive the gift of a guinea. Similar distributions would take place in London and other places. If employers in commercial goods transport would adopt a policy of encouragement, drivers would react and the result would be fewer road dangers. His drivers had become so painstaking that if their vehicles only became scratched by another car, they made a note of it and reported it to the responsible person.

Councillor W. Lyons (Poplar) reported what the Poplar Borough Council had done to encourage safety first amongst its drivers, 90 or 100 of whom had received the "Safety First" Certificate and Badge.

Alderman A. Hankey (Bootle) asked if the use of flood lighting would not contribute to greater road safety owing to the number of vehicles that used glaring headlights.

Mr. J. Robertson, Chief Constable of Renfrewshire, was strongly of the opinion that if roads were banked at the bends, vehicles going round would lean over on their own accord in the right direction.

Lord Brentford said it was no use making fine new 40 ft. roads if elderly wheezy vans drove in the centre of the road and declined to give way to faster traffic. Concerning white lines, unfortunately there was nothing to compel their observance.

Sir Henry Maybury, replying to the various points raised, said the question of putting applicants for drivers licences through an efficiency test had received very careful consideration, but it was impossible to devise tests for nearly 3,000,000 drivers. When the Road Traffic Bill became law it would be necessary for every person applying for a licence to state whether he was suffering from any disability which would render him an improper person to hold a licence. The onus would be on the driver in declaring his fitness.

STREET LIGHTING AND AUTOMATIC SIGNALS.

Mr. Robert Beveridge, Edinburgh, who read a Paper on "Street Lighting and Illuminated Traffic Signals in relation to the Prevention of Accidents," contended that where wide roads were to be constructed, within certain areas, at any rate, the lighting facilities should be one of the first considerations, and the cost should form one of the essential components in the expenditure. The Road Fund could quite legitimately be called upon to subscribe towards the lighting, which was, after all, only the completion of these otherwise splendid roadways which the Fund had brought into being.

Speaking generally of the use of fixed devices or signals for the control of traffic, one of the first essentials was some attempt at uniformity in the construction or application of these devices. Automatic signals had certainly justified their erection in Edinburgh from the "Safety First" standpoint. There were seventeen sets in the city, and others on order, and the chief constable's annual report shows a decided diminution of accidents at these points. From the street lighting point of view it was noticeable that they led to a diversion of traffic to other routes where the lighting had now to be reinforced to meet the altered conditions.

In the case of all other lighted signals, there was, in Edinburgh—as there ought to be elsewhere—the closest co-operation between the police traffic department and the lighting department.

A Huddersfield delegate made reference to the dangers caused by the inadequate lighting of highway obstructions

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caused by repairs and of level crossings. He was of opinion that road obstructions should be lighted in exactly the same way as vehicles were, with white and red lights in appropriate positions according to the side of the road. He recommended some standardised signs for the guidance of drivers approaching main roads from a secondary road.

Councillor H. J. Savory (Willesden) and **Dr. Wade** (Bradford) both spoke of the difficulty some drivers had in distinguishing colours. The latter said no automatic signal could entirely replace the human element because many people were colour blind and did not know it. Drivers of horse-drawn vehicles did not find it easy to work to the automatically controlled signals.

The **Chief Constable of Bradford** said the standardisation of signals was of the greatest moment to road users, because at the present time the different shapes and sizes and the different heights and positions they occupied were misleading and confusing.

Lord Ponsonby, in winding up the discussion, said the lighting of arterial roads was for the benefit of all users, and it was not fair to expect the cost to come from the fund contributed by vehicle owners. He could sympathise with those speakers who thought that the pioneers of automatic signals should receive a grant from the government. The local authorities had done admirable work and standardisation must come slowly.

Amalgamated Horse & Motor Owners' Association.

Quarterly Conference at Rochdale.

THE Amalgamated Horse and Motor Owners' Association and the Commercial Motor Users' Association (S.E. Lancs. Area), joint organisation, held its quarterly conference at the Rochdale Pioneer Co-operative Society's rooms on 24th May. Mr. T. G. Cousins presided. There were important discussions on the Road Traffic Bill, the Hours of Industrial Employment Bill and proposals for the rationalisation of transport. On this latter subject no decision was reached. The question will be further considered at the next meeting of the joint organisation.

Officers. The following were appointed to serve during the ensuing year:—Amalgamated Horse and Motor Owners' Association: Chairman, Mr. T. G. Cousins (Rochdale); vice-chairmen, Mr. J. Walker (Radcliffe) and Councillor W. Farnorth (Middleton); treasurer, Mr. J. G. Thompson (Shaw). Commercial Motor Users' Association: Chairman, Mr. J. R. Etheridge (Radcliffe); vice-chairman, Mr. J. Grindrod (Rochdale).

Rochdale Corporation Bill. As a result of negotiations which have taken place with the Parliamentary Committee of the Manchester Corporation, Clause 35 of the Bill, wherein powers were sought to run omnibuses without limit, has been deleted.

Rochdale Corporation Tramways. The chairman and secretary of the A.H. & M.O. Association waited upon the general manager of the Rochdale Corporation Tramways in respect to the unloading of passengers from tramcars, at the front end, into the roadway on Broadway, Rochdale, pointing out that this was dangerous both to on-coming traffic and to passengers themselves. Mr. Webster, the general manager, promised to discuss the matter with the surveyor, Mr. Morgan, and see if it was possible to make any alterations in regard to the tram track, with a view to eliminating the danger.

Road Traffic Bill. This was reported upon at length, particularly in respect of the various amendments which had been put forward by the transport organisations. Mr. Howarth reported that Members of Parliament had been written to respecting the various amendments tabled, and in some cases acknowledgments had been received and support promised.

Bury Traffic. The question of tramcars in Bury using the Centre for a terminus has received the consideration of the Committees, and a proposal put forward by one of the members is to be submitted to the tramway manager as soon as an interview can be arranged.

Motor Coaches; Plying for Hire. Negotiations have taken place with the various authorities, respecting the granting of licences to owners of motor coaches, to ply for hire, and satisfactory arrangements have been made in some cases.

Lancashire and Cheshire Road Transport Council. There have been several meetings of this organisation which has been dealing with the question of rates of pay for night work. Inquiries have revealed that very few men employed by local authorities are regularly engaged on night work.

Farriers' Charges. The committee regret they have not been successful in securing a reduction in the charges for shoeing in Bury, Heywood and Radcliffe districts.

Round the Lancashire Associations.

Committee of Road Users.

Negotiations between the Manchester Committee of Road Users and the Manchester Corporation regarding certain clauses in the Manchester Corporation (General Powers) Bill (1930), have had a satisfactory conclusion, all the clauses to which exception was taken by the Committee of Road Users having been withdrawn. These clauses were outlined in our May issue.

Liverpool C.M.U.A.

The Liverpool Area Committee of the Commercial Motor Users' Association is endeavouring to secure the abolition of tolls levied by the Carlisle municipal authority on goods belonging to persons not domiciled within the boundaries, on entering and leaving the town. At the May meeting of the Committee, Mr. A. C. Bloomer presiding, it was reported that representations had been made to the Minister of Transport, who had intimated that he could take no steps to meet the wishes of the Association. The Hours of Industrial Employment Bill was also discussed.

Amalgamated Horse and Motor Owners' Association.

The Amalgamated Horse and Motor Owners' Association has decided to approach the Chadderton U.D.C. with the suggestion that the Council should apply to the Ministry of Transport for a 75 per cent. grant under the unemployment grants scheme, towards the cost of remaking Lee Street, Middleton Junction, so that the work may be proceeded with without delay. This decision was reached at the May meeting of the General Council of the A.H. & M.O.A., held at the office of the Secretary (Mr. J. Howarth), Mr. T. G. Cousins presiding. Half of Lee Street is under the jurisdiction of the Middleton Corporation and the other half under the Chadderton U.D.C. Middleton Corporation are prepared to re-make their part of the road.

The Hours of Industrial Employment Bill was submitted to the meeting, but as the Bill had passed only its first reading in Parliament, the meeting decided to await developments.

A circular letter, distributed by the Cotton and Allied Trades Transport Committee of the Master Cotton Spinners Association to its members, was brought to the notice of the meeting. This dealt with the question of damage to goods in transit, which had been taken up with the railway companies, who pointed out that they accepted no responsibility for damage caused by casualty, including fire and explosion.

Nine new members were admitted to the Association.

Manchester Association of Importers and Exporters.

Mr. Harold A. Baerlein, President of the Manchester Association of Importers and Exporters, speaking at the 22nd annual meeting of members, held at Manchester on 22nd May, said one of the causes of the falling off in exports was the system of tariff barriers that had been erected everywhere. Some slight mitigation had been obtained in reduction of freights to Calcutta, Germany, Holland and Belgium; railway charges had been cut, though primarily in order to recapture traffic from the motors, and in October the Manchester Ship Canal Company gave some assistance by passing on its partial relief from rates under the De-rating Act. Productive capacity should be kept up to a progressive standard, but this could not be continued effectively unless the demand automatically followed. Unfortunately, though not stationary, consumption was not growing as rapidly as goods were being produced, so we came to the question as to whether anything could be done to stimulate demand. It was, however, the great bulk trade from overseas to which we must mainly look. Rationalisation could not succeed without an immense purchasing power to absorb the increased output, and this purchasing power could be supplied best by the employment of a large number of willing, efficient, and well paid, workers. But, after all, the expansion of our export trade depended in no small degree on the prosperity of our customers all over the world.

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Law Cases.

SHOULD A LORRY DRIVER'S MATE DRIVE?

AN action of interest to transport contractors came before Judge Thesiger in the Shoreditch County Court recently. The plaintiff in the action was Thomas Sayle Locking, of 142, Stoke Newington Road, N., an auctioneer and estate agent, and he sued Albert Ewer, of 152, Curtain Road, Shoreditch, E., road transport contractor, to recover £35 for damage done to a wall at the side of the plaintiff's premises when the defendant's driver was driving out a 15-ton lorry. The amount of the damages had been agreed, and the only question before the Court was as to liability. The case was tried by a jury.

Mr. Samuel Lincoln appeared as counsel for the plaintiff, and Mr. Engelbach, barrister, for the defendant.

Mr. Lincoln called Mr. Murray, who said he had been employed by the defendants for 15 months, being under one or two drivers, the last of whom was Negus. It was a usual thing for him to drive the lorry now and again, and on the occasion of this accident Negus was at the Apollo Theatre opposite getting a signature for some films, and he drove the lorry out of the yard because they were in a hurry, as they had got a load to go to Manchester. He was a driver's mate, and Negus taught him to drive, and he had assisted to drive a lorry on many occasions, although he had never held a driving licence. When he had an accident some nine months previously, he was never told that he was acting wrongly in driving the lorry, and in his opinion nothing would have been said on this occasion if there had not been an accident. It was quite an accepted thing for drivers' mates to drive lorries, and he had driven a lorry in a garage at Birmingham. When in King George Dock, Mr. Negus, his driver, was standing near the Superintendent's office and told him to go down to the lorry and bring it up. It was 400 yards away, and he did so. He knew of two other drivers' mates that were constantly driving lorries although they had no licence. After the accident he was discharged.

Charles Thomas Stevens, another driver's mate, said he had been in defendant's employ, and although he only had a motor cycle licence he had, when occasion demanded it, driven a 6-ton lorry with a 4-ton trailer, both in London and the Provinces.

Mr. Engelbach then submitted that there was no case to go to the jury. He said that this was of the greatest importance to people who had hundreds of lorries on the road. They employed these boys as mates, and it was not part of their duty to go about tinkering with the driving of them. He submitted that Negus had no authority to tell him to drive, and that he was never told to drive.

On the other hand, Mr. Lincoln submitted that the act of negligence on the part of the driver Negus was that he left the motor lorry, which gave the opportunity for cause or effect, as he incited the boy to drive this lorry, and therefore the defendant was liable.

His Honour decided there was a case to go to the jury, and Mr. Negus gave evidence and said that these boys were never allowed to drive a lorry, nor had he ever asked them to. This was a wilful act on the part of the mate.

Mr. Risden, manager to the defendant, said it was well known throughout the whole of the industry that drivers' mates must not drive a lorry, and although when they were engaged they were not specifically told so, they well knew, and it would be an act of grave misdemeanour if they did so, which would amount to instant dismissal if discovered.

Two points were then put to the jury, and they were "Was Negus negligent in leaving the lorry unattended," and "Was it a natural effect of that negligence that the driver's mate should attempt to drive the lorry."

The jury answered both questions in the affirmative, and judgment was thereupon entered for the plaintiff for the amount claimed, £35, and leave to appeal was granted.

IS WAREHOUSING TRANSPORT?

IN a de-rating appeal case at the Liverpool Quarter Sessions, the Recorder of Liverpool decided in favour of the appellants, the Mersey Docks and Harbour Board, in respect of certain dock premises. The appeal hinged on the interpretation of the words "dock purposes." The Revenue Officer contended that goods could not be in the course of transport months after they arrived in the port. The Dock Board held it was impossible to say that any of the warehouses were primarily occupied and used for warehousing merchandise not in the course of being transported. The function of warehousing was ancillary to the transport of goods. Therefore, the premises should be de-rated. The Recorder accepted this argument and said he was prepared to state a case.

AN INTERESTING CASE.

AN important case to hire furnishers and railway companies came before Judge Snagge in the Marylebone County Court, when the Curtis Furnishing Stores, Ltd., of 15-17, Praed Street, Paddington, W., hire furnishers, sued the Great Western Railway, of Paddington Station, W., to recover £29 7s. 1d. The claim set out that on August 27th the plaintiffs entrusted to the defendants goods to the value of £26 17s. to be delivered to 146, Victoria Road, Paignton, and paid the defendants £2 10s. 1d. for the carriage. The goods had been delivered elsewhere without the permission of the plaintiffs, with the result that such goods had been lost. The defence was that Jervis for whom the goods were entrusted directed that they should be delivered to the defendants' station at Bristol, and Jervis took delivery of them at Bristol on September 11th. They further denied that they were under any obligation to the plaintiffs, as it was impossible to deliver the goods to 146, Victoria Road, as such a place did not exist. They alleged that the plaintiffs were negligent in consigning the goods to Jervis at 146, Victoria Road, without taking reasonable steps to ascertain whether such a place existed.

Mr. S. O. Henn Collins appeared as counsel for the plaintiffs, and Mr. W. S. Morrison, barrister, for the defendants.

In opening the case, Mr. Collins said the case was very important to the plaintiffs on the question of principle, as their business was chiefly concerned with letting furniture under hire purchase agreements, and it was of the utmost importance to them to know the address where the furniture was delivered. On the other hand, it was very important to the Railway Company that they should have the right to accept orders from the consignee to take goods where he ordered. Really the whole question was, what right as between the consignors and the defendants, the carriers, had the consignee to divert the goods. That question had never yet been decided, and in this case the consignee was not the owner of the goods. The agreed facts were that on August 14th last a customer giving the name of Frederick J. Jervis, of 146, Victoria Road, Paignton, signed a hiring agreement agreeing to take on the hire purchase the goods, the value of which were now being sued for. The plaintiffs made no inquiries into the *bona fides* of the man, and assumed that 146, Victoria Road was an existent place. The usual information sheet was signed and it was agreed to deliver the goods to the address as stated, but the goods were always to remain the property of the plaintiffs until paid for. The goods were delivered to the defendants in accordance with the consignment note, to be carried from Paddington to Paignton at a cost of £2 10s. 1d., and no further specifications were given to the defendants. There was, in fact, no such place as 146, Victoria Road, and by reason of that fact the defendants did not attempt to deliver the goods at that address, although the defendants at that time did not know that such a place was non-existent. Before the goods arrived a man giving the name of Jervis telephoned to the goods yard at Paignton and said that they were taking a consignment of furniture for him. He then gave a full description of it, and on August 26th the defendants received from a person signing the name of F. J. Jervis a consignment note consigning the goods to Bristol. The goods were despatched to Bristol, and on September 11th delivery was taken of them by a person who signed the warehouse book in the name of F. J. Jervis.

Continuing, counsel said that neither the plaintiffs nor defendants received a complaint from the real Jervis. At the present moment the plaintiffs were unable to trace the whereabouts of the goods or the man named Jervis. On September 17th, 1929, the plaintiffs did receive a letter postmarked from Newport, Monmouthshire, enclosing £1, being the first monthly instalment on the furniture, but they had never received any further payments. It was the contention of the Railway Company that they were entitled under the circumstances to honour the order of someone who purported to be the consignee. They had presumed that the consignee was in the position to order, and yet he had no control of the goods. *Prima facie*, under the consignment note, if there is a mis-delivery or non-delivery, there was conversion on the part of the Railway Company of the goods. The question was

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whether the Railway Company were justified in what they had done, but *prima facie* there could be no justification in dealing with his goods otherwise than in accordance with the directions given by the plaintiffs, or by a properly appointed agent. Clearly if the consignee was the actual owner of the goods the consignors could not complain. If the carriers did not obey the mandate of the consignors but obeyed the orders of the consignee, they did so at their own risk. In his, counsel's opinion, it did not assist the defendants if the proper inference be that Jervis, who gave these directions before the goods arrived at Paignton, should be physically the same man who signed the original agreement.

Mr. Collins then dealt very largely on the authorities that pointed to the case.

For the defence, Mr. Morrison said that the whole case for the plaintiffs had been based upon the consideration known only to them and to Jervis. The carriers did not know that there was an agreement between them. Undoubtedly the man Jervis was actually the person to whom they were requested to deliver the goods, and when he communicated with them at Paignton, he was able to give a full description of the goods and of their movements. If the plaintiffs said in their claim that they had delivered the goods to the wrong person, they ought to be able to produce the right Mr. Jervis, although no complaint had been received from Jervis by the plaintiffs or defendants. He was going to submit that the whole action had been misconceived, and that the whole complaint of the plaintiffs was against Jervis because he had not paid for the goods. The contract was to deliver the goods to Jervis, and they had done so, and therefore discharged their duty which they undertook. If so be the plaintiffs said that the goods should be held until they were communicated with, there should have been a corollary agreement to that effect, but there was nothing to that effect, and the Railway Company, who were mere carriers, had undertaken their duty. They were not supposed to be private detectives to inquire into the *bona fides* of the consignee. He would say that the Railway Company had exhausted their liability under the contract.

Continuing, Mr. Morrison said that no negligence on the part of the defendants was complained of by the plaintiffs. There was a duty to deliver to the man, and secondly to deliver to the address. The delivery at Paignton was impossible because there was no such place, and in any case they could not have done so. He would submit that it would greatly enlarge the responsibilities of carriers to be cognisant of the ownership of the goods, and that the carriers were fully entitled to abide by the consignees directions and to deliver the goods where he so required. The contract was at an end at Bristol, as the consignee accepted the goods, and they had no further duty to discharge on behalf of the plaintiffs. Another point was that the goods had not actually been lost yet, as it might be that the hirer was having a hard time and could not pay at present, but when he was all right again he would relieve his mind of his liability.

Judge Snagge: Do you find that in your experience? (Laughter.)

Mr. Morrison further said that the defendants alleged that the plaintiffs were negligent in entering into this contract without making any inquiries into the *bona fides* of the hirer.

Mr. Henn Collins said that it was a matter of inference that the goods were lost, but in trover that fact did not matter. It had been said that the plaintiffs themselves were negligent, but before the defendants could allege that they must prove that they owed the defendants some duty, and that they had neglected to perform that duty. In his submission there was no answer to the claim.

Judge Snagge said he would like some time to go fully into the authorities, and would reserve his judgment.

Delivering his reserved judgment, Judge Snagge said that this was an action in trover for the conversion of the plaintiffs' goods by the railway company, and alternatively there was a claim for damages. The plaintiffs said that the defendants should not have parted with the goods until they had had further instructions, whilst the defendants said were they not justified in acting upon the consignee's instructions, who was not the owner of the goods. In this case Jervis was the master of the contract, as he was the same man who had signed the agreement. It was for the consignors to make a special contract with the carriers in cases of this kind. As to the ownership of the goods under the hire purchase agreement, he was of opinion that it was not part of the business of carriers to know or ascertain the contractual relationship existing between the consignors and the consignee. It would be difficult to imagine how carriers could carry on their business if they were required to know. He thought the claim had failed, and there would be judgment for the defendants, with costs.

ACTION AGAINST TRANSPORT COMPANY.

IN the Shoreditch County Court, before Judge Cluer, Phillip Kay, of 34, Craven Walk, N., a wireless merchant, sued the North British Transport Co., Ltd., of 7, Finsbury Square, E.C., to recover £6 15s., alleged to be due for nine days at 15s. a day the excess payment on a job which the defendants contracted to do at 25s. a day and did not do.

The plaintiff's case was that on April 11th he rang the defendants up on the telephone and asked if they would do a job up country, in Hull and Grimsby, and so on, taking wireless goods to customers. Somebody answered on the telephone agreeing to 25s. a day, and the plaintiff agreed to pay petrol, oil and other incidentals. It was to start on the following Monday morning at 9 o'clock, and the contract for the lorry was to be a five days minimum. It was not to leave off then necessarily, that was only the guarantee, and after that it was pro rata. He sent a letter accepting it, with a cheque for five days, but that letter came back five days afterwards. On the Monday morning, as they did not turn up at Acton, he telephoned and the answer came through that the lorry had started. He waited an hour, and as it did not arrive, he phoned again, and he then heard from the driver who said he could not come as there had been a breakdown. The defendants declined to do anything further and would not agree to any other dates. In consequence of this, he telephoned to many cartage contractors, and he finally found a man named Payne who took £2 a day. All the others wanted £3, and the job took nine days.

Judge Cluer: You will have to limit yourself to five days in your claim, as that was your guarantee, and if you are going to say that you can charge them up as long as you like you might spin it out to 99 days.

The traffic manager to the defendants said that he answered the phone message from the plaintiff, who could not tell him exactly where he had got to go, and so all he did was to quote him an eight-hour day at 25s. and he agreed that the lorry should be there. There are some funny people about London, and he was never told what the business was to be done, so he would not put the cheque through before the driver had seen the defendant and seen what sort of a person he was.

Judge Cluer: To say that I will send a lorry is a contract and does not depend on what the driver thinks of me.

Witness: The lorry broke down and I tried to get another, but while I was doing so he said, "Cancel the order and I will get another and charge you up the extra."

Judge Cluer: You are liable for five days. Judgment for the plaintiff for £3 15s., and costs.

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Growth of Road Traffic.

THE Ministry of Transport has issued a Report on the Census of traffic recorded on Class I. roads in Great Britain at the General Census taken in August, 1928, and at the special census taken during 1928-29. The General Census reveals the considerable growth of traffic during the three years 1925-1928, and provides much information with regard to the volume of day traffic during one particular week of the year. The Special Census furnishes information over a wider field as it was taken at 24 selected points in various parts of Great Britain, and the observations at each point were distributed over a complete period of twelve months, "day" traffic being distinguished from "night" traffic.

The Report points out that the highway must be made fit, not only for the traffic it has to bear at the present time, but also for that which it is likely to carry in the future, and information on these points becomes more and more essential in framing a sound and economical programme of road maintenance and development.

The approximate number of motor vehicles licensed has grown from 873,700 in 1921 to 2,036,000 in 1928—an increase of 133 per cent. in seven years—while the gross receipts from licences has increased from £10,000,000 to £25,000,000 in the same period, and the proportion of the population licensed to drive has risen from 1 in 29 to 1 in 18. In 1910, before the general introduction of motor vehicles, the nation's highway expenditure, excluding loan charges, was £14,600,000, whilst in 1926 it had grown to £59,500,000—an increase of over 300 per cent. in 16 years. Although this increase is partly accounted for by the reduced purchasing power of money, the major part of it is obviously due to the needs of modern traffic.

At the time that the records covered by the Report were taken, the total length of Class I. roads in Great Britain was 25,528 miles. The total number of routes on which the General Census was taken was 1,131, while the total number of points at which the traffic was recorded was 4,837. Of these points, 4,686 were within the borders of the 94 administrative counties (excluding London), and 151 within 27 of the 83 county boroughs. The average distance between two consecutive points was about 5¼ miles. At most of the points for the General Census the records were taken on the seven days from Sunday, 12th August, to Saturday, 18th August, inclusive, but at some points different dates were chosen because of race meetings, etc., which would have affected the results. The numbers of every type of vehicle passing each census point between 6 a.m. and 10 p.m. on the seven consecutive days, were recorded.

Although the General Census provides much information with regard to day traffic it had long been realised that any conclusions drawn from the data so obtained were necessarily subject to considerable qualifications owing to the absence of information as to the amount of traffic passing during the night. In order to supplement the information obtained at the General Census, therefore, a Special Census was taken at 24 selected points in various parts of Great Britain, the observations to be distributed over a complete period of 12 months at each point. A separate record of the traffic passing between 10 p.m. and 6 a.m. was taken, in addition to that passing between 6 a.m. and 10 p.m. The observations were taken on 42 occasions evenly spaced throughout the 12 months—Monday one week, Wednesday the next, Friday the next, and so on. Bank holidays were not included in these observations, but a special count was taken on August Bank Holiday at each point, thus making 43 counts in all.

THE GENERAL CENSUS.

A study of the Tables provided in the Report shows that:—

Industrial Areas: The number of passenger-carrying motor vehicles is in all cases but one substantially in excess of the number of goods vehicles. The proportion of motor vehicles to horse-drawn is higher in 1928 than in 1925 at almost every point. At 5 out of 12 points in 1928 the tonnage of motor vehicles represented 99 per cent. of the total weight, and at one point practically 100 per cent. The increase in the number of vehicles between 1925 and 1928 varied between 30 per cent. and 107 per cent., while the increase in total tonnage was from 12 per cent. to 103 per cent. No decreases were recorded. While the percentage increase in total tonnage was higher than the percentage increase in the number of vehicles at 3 of the 12 points, at the other nine points the position is reversed.

Agricultural Areas: The proportion of motor vehicles to horse-drawn is in every case higher in 1928 than in 1925, the increase being as much as 11 per cent. at one point. The number of vehicles in 1928 varied from a decrease of 5 per cent. to an increase of 76 per cent. as compared with 1925, while tonnages varied from a decrease of 15 per cent. to an increase of 70 per cent. An increase of 1 per cent. in the number of vehicles in one case was accompanied by a decrease of 11 per cent. in total tonnage.

THE SPECIAL CENSUS.

The eight types of area into which the country was divided for the purposes of the Special Census were:—Industrial, dock, agricultural, residential, suburban, seaside, inland watering places, tourist, sporting. The 24 points previously mentioned were carefully selected in order that they should be as typical and representative as possible of the various types of area and of the country's Class I. roads as a whole. Among the results emerging from the Special Census is that the highest tonnage at any count was recorded in a dock area at a point on the London—Shoeburyness Road where a total of 73,954 tons passed during 24 hours at the end of March, 1929. This point, however, is exceptionally situated, lying as it does on a most important through route which not only serves the extensive docks in the area, but also acts as a great conduit through which all kinds of traffic between this part of London and the adjoining County of Essex surges across the River Lee at a vital spot close to the confluence of that stream with the Thames.

The highest daily average (excluding August Bank Holiday) was 56,683 tons (52,125 tons between 6 a.m. and 10 p.m., and 4,558 tons between 10 p.m. and 6 a.m.) on Route A.13 (London—Shoeburyness Road) representing a total load of over 21,000,000 tons per annum.

An analysis made with the object of ascertaining what proportion of the total traffic passed during the night hours (10 p.m. to 6 a.m.) shows that on a tonnage basis night traffic formed between 3 per cent. and 9 per cent. of the total at most of the points, while an aggregation of the 42 counts in all areas gives a figure of 6 per cent. The averages for the several bi-monthly periods, however, vary between 0.8 per cent. in a dock area during three periods, to 11.9 per cent. in a seaside area during October-November—the latter figure including abnormal traffic on the Preston-Blackpool Road on the occasion of illuminations at Blackpool. Considerable variations also occur in the proportions at points in the same type of area and the same period. Thus in the industrial areas during February-March the proportion was 2.5 per cent. at one point and 8.2 per cent. at another, and in dock areas during October-November it was 2.7 per cent. at one point and 8.2 per cent. at another.

Taking the 24 points as a whole the tonnage of night traffic was highest in June-July and lowest in February-March. Day traffic was highest in June-July and August-September and lowest in December-January.

The records of traffic on the occasion of one of the heaviest counts taken at an exceptionally busy point on the London-Shoeburyness Road showed that 82 per cent. of the total tonnage passed between 8 a.m. and 8 p.m. The total tonnage also represented only 47 per cent. of the total for 24 hours at the peak-hour rate; and while the traffic between 2 p.m. and 3 p.m. amounted to 5,697 tons, that between 3 a.m. and 4 a.m. was only 190 tons. Such figures as these warrant the conclusion that there is ample scope for the development of a system under which, as in the case of railway transport, an enormous amount of costly delay is avoided by dealing with certain forms of traffic during the night hours, when it causes the least interference with that which must of necessity proceed by day. Broad considerations of national economy suggest that there is much to be said for such a system, which incidentally would introduce another factor into the considerations governing the construction of by-pass roads, namely, that of preventing undue disturbance of the night's rest.

Increase in Queensland Working Week.—A Brisbane message says that the Industrial Court has granted the application of the Crown for an increase of the 44 hour week to 48 hours, which will apply to certain sections of the public service and of the railways.

Licences Granted. — The Watch Committee of the Stalybridge Corporation has granted four additional bus licences to the L.M. & S. Railway Co. for use on the Sheffield-Manchester and Sheffield-Blackpool services.

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Quick Loading and Unloading.

IN the past various types of movable platforms for commercial vehicle bodies have been designed, as substitutes or improvement on the usual tipping method. Owing to clogging trouble, however, they have not come into general use though it has been admitted that if this drawback could be overcome the system has many advantages.

Photo] [Western Mail.
A DENNIS LORRY FITTED WITH THE PATENT MOVABLE FLOOR.

The solution is claimed to have been found by Messrs. F. J. Mundy, of Penarth, and Mr. Charles Solomon, of Bath, who have patented their invention which is manufactured and sold by the Principality Wagon Company (Limited), Ferry Road, Cardiff, under licence from the Movable Floor (Vehicles), Ltd., 2 Central Buildings, Westminster, London, S.W.1.

The advantage of the movable floor as compared with the tipping body is that it is not only quicker in operation, but also the device is equally useful for loading purposes. The moving floor is under geared control. The floor of the lorry consists of a series of tube rollers, rotated on ball races and mounted across the chassis frame. At each end of the frame is a wooden roller, slightly larger than the tubes, to which is attached the movable floor which is flexible and is in fact a conveyor belt. The wear is said to be very slight. The two rollers are geared and operated by hand.

The demonstration lorry is a 2-ton Dennis and a full load of such commodities as bricks, coal, sand, wet mortar, tar macadam, gravel, etc., can be discharged in about 15 seconds by one man.

For loading, if the packages are placed on the vehicle at the tail end, a turn of the gear wheel by hand will move them automatically to the desired position without further handling, and so on with successive packages. In loading loose materials such as sand, gravel, roadstone, etc., the system does away with the second throw. We understand the demonstration vehicle has been constantly discharging daily throughout the last twelve months its loads of coal, sand, gravel, etc. It is particularly useful when it is desired to spread the load over an area such as for instance in spreading roadstone.

Then and Now.

Furniture Removing in 1839.

A COPY of a letter written by Mr. Edward B. Pope to his mother and sister on January 5th, 1839, has been sent to us by Mr. Ernest B. Pope, of Pope & Sons, Furniture Removers, Warehousemen, etc., of 19-21 Bridge Road, Hammersmith. This well-known business was established in 1809.

The letter illustrates vividly the great progress made in transport during the course of the past ninety odd years, and we are indebted to Mr. Pope for affording us the opportunity of publishing this most interesting communication. The letter was written from the Cock Tavern, Bristol, and reads as follows:—

Dear Mother and Sister,

I did not think of writing to you until the furniture reached Newport, but as I cannot tell when that will be and having some time on hand I take this opportunity. I might tell you we have had a most terrible journey till we arrived at Cirencester in Gloucestershire, which is nearly 90 miles from London, and I had then spent nearly all my money except a few shillings. I started the two vans from there on Saturday morning for Cheltenham without any money to pay their expenses, and I myself started by coach for Bristol expecting to get over to Newport by to-day, but the vessel does not go on Sundays, therefore I am detained in Bristol till half past seven Monday, when I hope to get to Newport to get some money on account, after which I might go round to Cheltenham to meet the vans, it will take them three long days to get to Newport. I do not think the furniture will be there till Thursday mid-day. All this delay is occasioned by the badness of the roads, which in some parts have ruts 8 inches deep—we were 16 hours on one hill alone—it cost £3 for hire of extra horses. Turnpikes are dreadfully dear—I paid 3 times 3/6 in 12 miles of ground. We have been overweight on 3 weighbridges and have more now to go on. I paid for them, one 7/-, one 6/-, one 4/6. One van weighed 3 tons 19 cwt., and the other 2 tons, 2 cwt., consequently we have quite 4½ tons of furniture, which is 2 tons more than we should have had. It will take the vans quite 5 days to return. If I am wanted I can come home in one day by coach, which will perhaps be best, but I will wait for your answer—direct it to Mr. Pope, P.O., Newport. I feel so forlorn and low spirited I shall be heartily glad to come home and will never have another journey like this in winter.

EDWARD B. POPE.

Thirty years later Mr. Edward B. Pope told the tale of his trip in the Parish Magazine and mentioned that the bigger van, No. 8, had a movable roof which blew off into a field and took a day to replace. It is interesting to record that after several re-incarnations this No. 8—now an ordinary pantechnicon—still travels London's streets, but it can hardly be expected that much of the material with which it was originally constructed remains.

Institute of Transport.

THE following gentlemen have recently been elected to Membership of the Institute of Transport:—

MEMBERS.

Dixon, Reginald Francis ...	General Manager and Engineer, City of Oxford Motor Services, Ltd.
Fenwick, Andrew Charles ...	General Manager and Engineer, Bury Corporation Tramways and Motors.
Goode, Charles Joachim ...	Acting Chief Traffic Manager, New South Wales Government Railways.
McCrea, James	Managing Director, Belfast Omnibus Co., Ltd.
Rose, John Charles	Deputy Chief Commercial Manager (Rates Development and Publicity), East Indian Railway.

ASSOCIATE MEMBERS.

Barter, Llewellyn	Managing Director, City and Suburban Carriers, Ltd.
Bradbury, Stanley	Secretary, Aire and Calder Navigation.
Bright, John Alexander Millar	General Manager, Southern Roadways, Ltd.
Bullock, Sydney Charles ...	Director, Tourist Motor Services, Ltd. (Southampton).
Crow, Herbert Howard ...	Managing Director, Crow Carrying Co., Ltd.
Skyrme, John Beresford ...	Assistant General Manager, Belfast Omnibus Co., Ltd.

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Motor Notes.

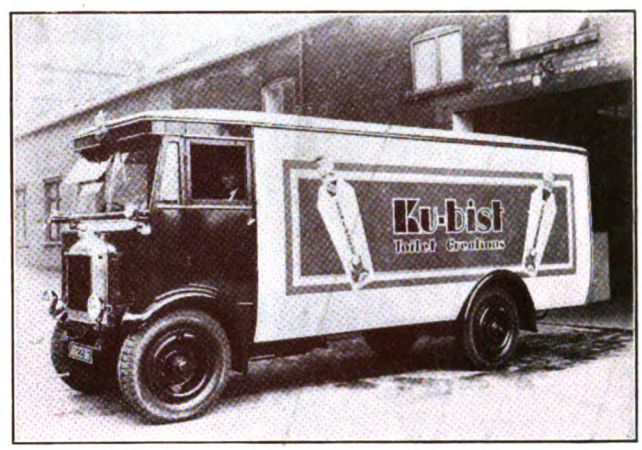
Valve Reconditioning.—"The Principles of Valve Reconditioning" is the title of a pamphlet published by Black and Decker, Ltd., of Slough. It describes the firm's method of reconditioning valves and the firm's apparatus for carrying out the work. Copies may be had on application to the firm.

A Guy "Three-Horse" Van.—The photograph shows a Guy "Three-Horse" van recently supplied by the National Horse Box Company to Capt. Yerrow Hawkes, of Fenny Compton. The box is mounted on the Guy drop frame chassis. It accommodates three horses and complies with the Ministry of Transport regulations.

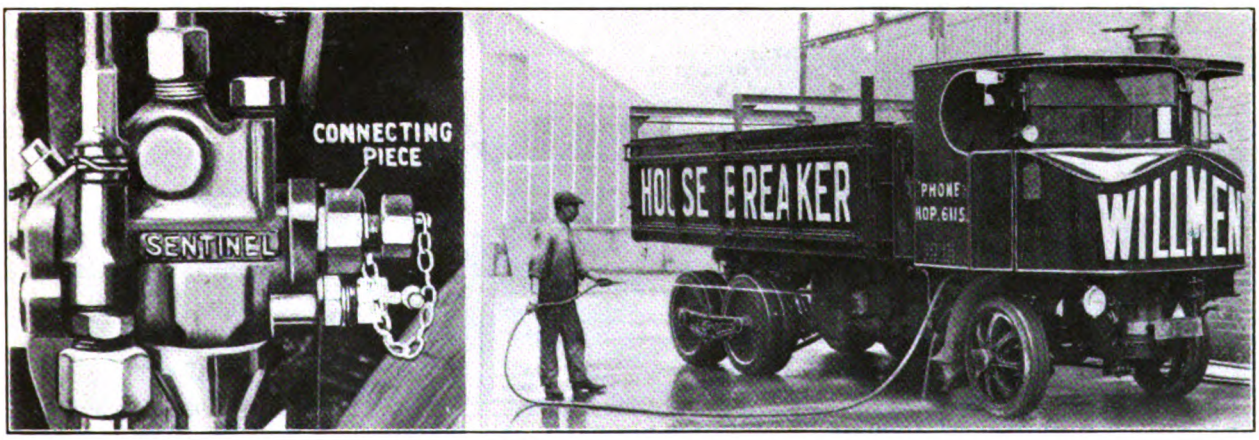
CAPTAIN YERROW HAWKES' GUY HORSE BOX.

Keep Your Wagon Clean.—The "Sentinel" Wagon Works Limited, of Shrewsbury, have introduced a simple and easily fitted device to ensure a really powerful stream of water always being available, whilst a "Sentinel" fitted with the feedwater injector beneath the platform, is under steam. This outfit consists of a screwed connecting piece with cap and chain which replace the delivery end cap on the injector immediately above the overflow valve handle and a 35 ft. length of rubber hose fitted with a brass coupling nut and nozzle. When the wagon is to be washed down, it is only necessary to unscrew the cap on the connecting piece and screw on the hose. The injector is then set to work in exactly the same way as if it were being used for filling the boiler, but the water from the feed tank instead of passing into the boiler escapes through the nozzle of the hose. Where more than one wagon is available the outfit can also be used for washing out the boiler of a second vehicle placed alongside of it and a very much higher pressure of water than is usually available from the ordinary mains can thus be obtained, which of course is an advantage.

An Imposing Karrier Van. — Messrs. Goodall, Backhouse & Co., of Leeds, have recently taken delivery of two 2-ton Karrier goods vehicles, one of which is a tilt van mounted on a standard pneumatic tyred chassis and the other (illustrated) a particularly imposing box van for which a forward drive chassis is employed. The chassis, the standard "CY2" type, can be supplied with either the orthodox driving position or the forward drive. Apart from this variation in drive position, the two chassis are identical and each incorporates a 31-47 h.p. four-cylinder engine and 34 in. by 7 in. single pneumatic tyres. The engine is fitted with lightweight pistons and the cylinder head, being of the detachable type, facilitates easy maintenance. The engine, clutch and four-speed gear box are mounted in a sub-frame. The rear axle gearing is of the worm and wheel type. The tilt van referred to is equipped with a body 11 ft. 6 in. long by 6 ft. 6 in. wide with detachable sides and tailboard. The full width of the cab is fully enclosed, the doors having drop windows. The box van illustrated has side panels 14 ft. 4 in. long by 5 ft. deep, carrying brightly coloured advertisements of the firm's products. Both vehicles are used for what the firm terms local delivery which extends over an area of some 80 miles around Leeds.



ONE OF GOODALL, BACKHOUSE & CO.'S KARRIER VANS.



THE ILLUSTRATION ON THE LEFT SHOWS THE INJECTOR, WITH CONNECTING PIECE AND CAP IN POSITION, WHILST ON THE RIGHT A DRIVER IS SEEN USING THE APPARATUS FOR WASHING DOWN A "SENTINEL" D.G.6.

Tools and Cutting Mediums. — This is the title of a booklet issued by Sternol, Ltd., Royal London House, Finsbury Square, London, E.C.2. The introduction states that the information contained in it is based on a long and wide experience in almost every branch of engineering, the author having had actual entire charge of several machine shops, and this coupled with the exceptional opportunities he has had of inspecting and comparing the methods employed in some of the most up-to-date high produce machine shops, has enabled him to give

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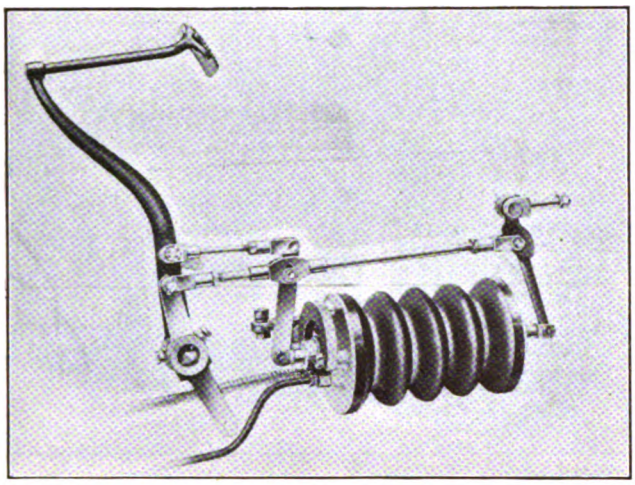
some valuable information on the subject of rapid and economical production. A comparison of the times and cost of production in various works shows plainly that many plants are not producing to their fullest capacity, and the author has endeavoured to call attention to some of the possible causes of bore production. The facts relating to cutting oils and coolants are based upon those manufactured by Sternol, Ltd., being Super Screwol, Sternocut and Elite soluble oils.

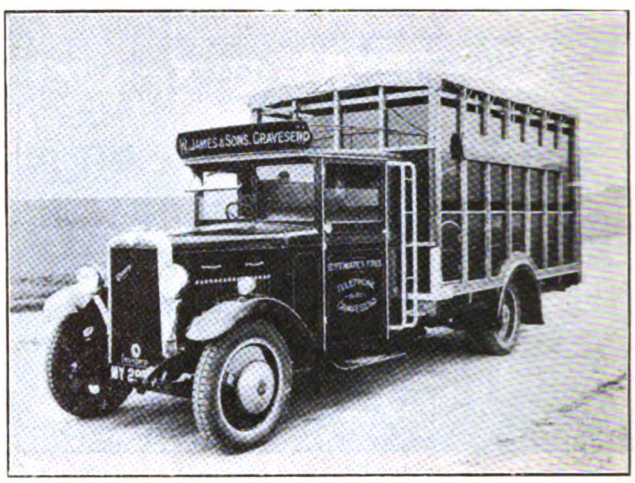
The Marelli Vacuum Servo.—The Marelli vacuum servo has recently been improved in design, the graduation of braking and maximum power having been improved while retaining all the original good points. The equipment is very easily adapted to almost any make of vehicle, we are informed, at a very low cost. Improved deliveries have now been arranged and sets of component parts to adapt the servo to most well-known makes of vehicles are now available. Enquiries should be addressed to Marelli Magnetos (England), Ltd., 71/72 Bolsover Street, London, W.1.



THE MARELLI VACUUM SERVO BRAKE.

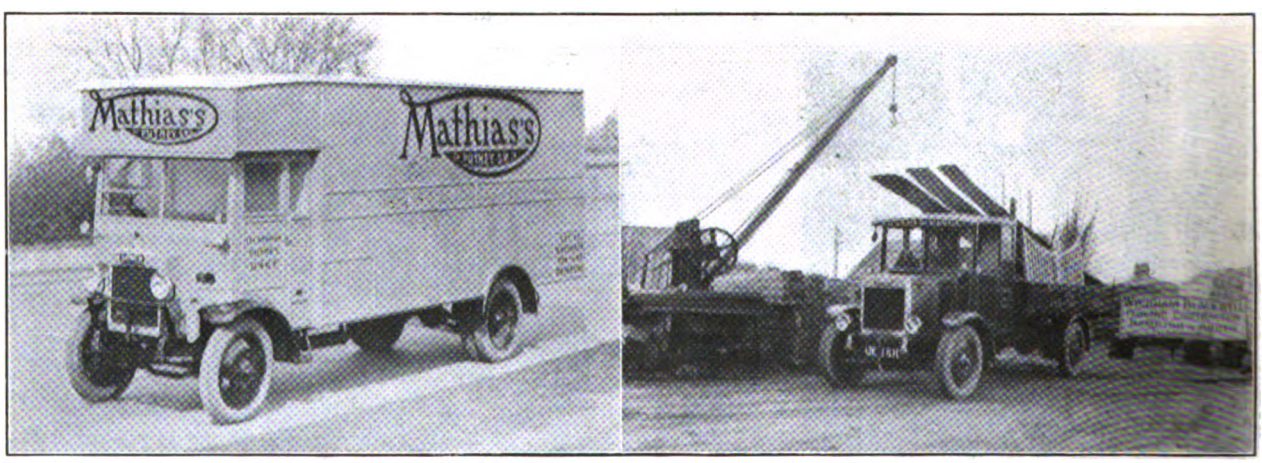
Recent Garner Deliveries.—The left hand photograph shows a Garner model 40/45 cwt. model RO chassis fitted with India cord tyres and a furniture van body. The body dimensions are 16 ft. 5 in. by 6 ft. by 6 ft. 10 in., with additional loading space over the driver's cab, giving a capacity of 700 cubic feet. The vehicle shown on the right is in operation at Mr. Wyckham Blackwell's Saw Mills, Hampton-in-Arden, near Birmingham. The chassis is a standard 12 ft. wheelbase model with a lorry body having timber bolsters at front and rear. The tyres are 32 in. by 6 in. Avons. Mr. Blackwell started his business about 40 years ago. In addition to his extensive business as a fencing contractor he is one of the 37 firms officially listed as a supplier of English Ash.

Live Stock by Road.—The live stock transport vehicle illustrated consists of a Commer "Invader" chassis upon which is mounted a body designed that it can be utilised for the conveyance of cattle, but the distinctive feature is that for sheep carrying it can be converted into two-storeys. When so employed the animals may be loaded into either compartment without interfering with the occupants of the other. The loading door of the lower compartment is at the forward end of the body. Amongst other recent Commer deliveries are eight 4-ton chassis for Shell-Mex Ltd., four 35-cwt. chassis for Messrs. Fussells of Rode, near Bath, and an additional three 4-tonners for the Redline Motor Spirit Company. Amongst export orders received are two "Invader" type chassis with left-hand drive for Poland, also "Invader" and "Avenger" chassis for New South Wales and "Invader" chassis for Hong Kong.



A COMMER FOR LIVESTOCK TRANSPORT.

Fodens at the Bath and West.—The Foden exhibits at the Bath and West Show, Torquay, were as follows:—(1) A "Speed-Six" 6-ton wagon being the twentieth repeat order from Thos. Bantock & Co., Great Western Railway Agents, Wolverhampton. The body is 16 ft. 6 in. long by 6 ft. 7½ in. wide and, in addition to the hinged side-boards and tailboards, there is provided a swivel bolster for the haulage of long steel rails, etc. (2) One of the maker's well-known overtype 6-ton three-way tipping wagons. (3) An undertype rigid six-wheeler with long platform to the order of Messrs. Perry & Purkess, Beaminster, Dorset, and (4) an overtype standard tractor to the order of Thos. Mossop & Co., Ltd., timber merchants, Christchurch, Hants.



THE TWO GARNERS REFERRED TO IN TEXT.

C.A.V. Battery Service.—We give below a list of the last twelve firms who have been appointed official battery service agents for Lucas, C.A.V. and Rotax Batteries: :—

A. Pank & Sons, Ltd., 65 Howard Street, Yarmouth;

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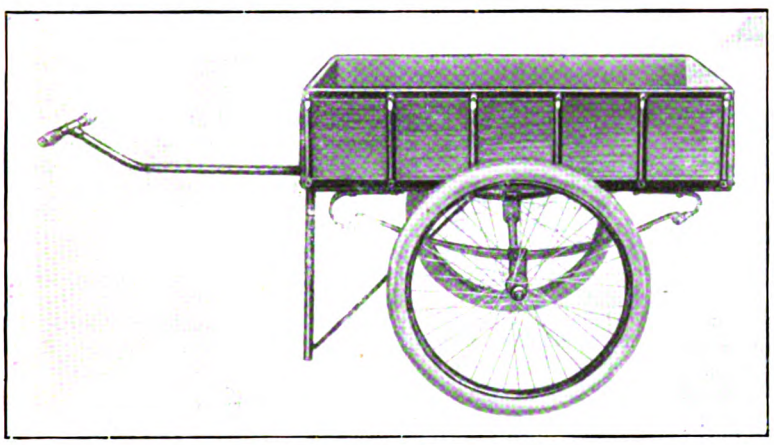
Frank A. Bloomfield, Ltd., 34/40 Coggeshall Road, Braintree; Frank A. Bloomfield, Ltd., High Street, Halstead; Taylor's Garage, The Parade, Liskeard, Cornwall; Baines Bros., Eagre Works, North Street, Gainsborough; The Bury Magneto Co., Millett Street, Bury; The Wimbledon Motor Works, Ltd., 30 High Street, Dorking; A. E. Gardiner, 10 Commercial Road, Swindon, Wilts.; The Autocar Electrical Co., 48 Winchcombe Street, Cheltenham; Hill & Phillips, Truro Road, St. Austell; Watkins and Smith, 257 Chatsworth Road, Chesterfield; Dunster and Wheeler, Relton Works, Cheval Place, Brompton Road, London, S.W.7.

Willys Overland at the Agricultural Shows. — Willys Overland Crossley, Ltd., will be exhibiting an interesting range of commercial models at the most important Agricultural Shows this year as follows:—Leicestershire, Leicester, June 13th—14th. Royal Norfolk, Diss, June 18th—19th. Shropshire & West Midland, Shrewsbury, June 25th—26th. Peterborough, Peterborough, July 1st—3rd. Royal, Manchester, July 8th—12th. Great Yorkshire, Hull, July 16th—18th. Highland, Dumfries, July 22nd—25th. Royal Welsh, Carnarvon, July 23rd—25th.

The following vehicles will be exhibited at each Show:—Willys-Manchester 30/35-cwt. agricultural and cattle wagon. Willys-Commercial 6-cyl. 30-cwt. tipping lorry. Willys-Commerce saloon, the ingenious two-purpose machine. Willys express van. Willys-Manchester 2-ton enclosed van.

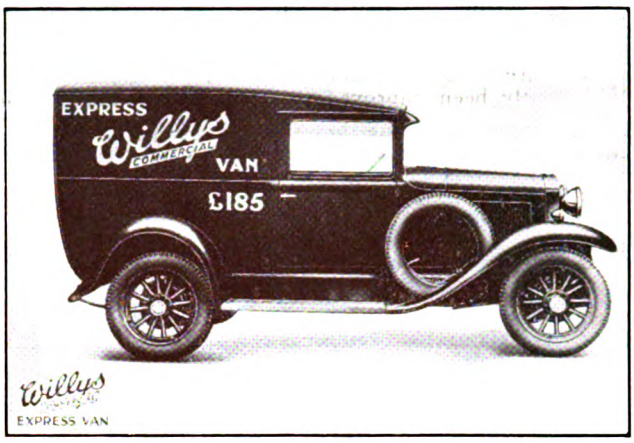
All-Steel Hand Carts.—B.A.T. Motor Spares and Repairs Co., Ltd., Kingswood Road, Penge, London, S.E.20, send us a leaflet showing the various all-steel hand carts made by them. These hand carts are suitable for all trades. They are fitted with wire wheels with pneumatic tyres and are well sprung. They are made in capacities of from 3 cwt. to 4 cwt. and prices are from £7 10s. to £9 5s.



A B.A.T. ALL-STEEL HAND CART.

A Maudslay Transports Triumph Cars. — The photograph shows a Maudslay 7/8 ton lorry, together with trailer, transporting for shipment to New Zealand ten Triumph motor cars, the total useful load being 11 tons 16 cwt. 1 qr. The photograph was taken outside the Triumph Company's works in Coventry.

The Willys Express Van.—Willys Overland Crossley, Ltd., Heaton Chapel, nr. Manchester, announce a satisfactory increasing demand for their Express van as illustrated, and that they have now completed arrangements by which any tradesman with a reasonable credit risk can take delivery of a Willys Express van, licensed and insured and complete with number plates for the payment of a deposit of £25, the figure including delivery charges. The van chassis has a four-cylinder engine of 15/40 h.p., four-wheel brakes, finger-tip control, etc. The list price is £185.



WILLYS EXPRESS VAN.

An Interesting Vulcan.—The Vulcan Motor and Engineering Co. (1906), Ltd., Crossens, Southport, England, have recently supplied the interesting 30 cwt. forward control baker's delivery van to the Yorkshire Co-operative Bakeries, Ltd. The chassis is a standard type and popular amongst tradesmen as it gives 25 per cent. more loading space than the normal control model. The two folding rear doors can be fastened back flat against the sides during loading operations which latter are facilitated by a folding step. The interior has two partitions running parallel to the sides for the whole length of the body, providing forty 24 loaf trays and forty-four confectionery trays. A long hooked stick is provided for drawing out trays which cannot be reached by hand. The inner partitions are detachable so that the vehicle can be used for ordinary transport purposes when desired. The overall dimensions are: 17 ft. 2 in. long; height—8 ft. 11½ in.; width—6 ft. 2½ in. The interior dimensions are: Length—11 ft. 10 in.; width—5 ft. 0½ in.; height—5 ft. 7 in.

THE MAUDSLAY 7/8 TON LORRY TRANSPORTING TRIUMPH CARS.

A VULCAN VAN FOR THE YORKSHIRE CO-OPERATIVE SOCIETY.

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County Court Judgments.

THE following returns from the Registry of County Courts' Judgments, Whitehall, have been received relating to judgments entered up in the respective County Courts of England and Wales. Publication does not imply inability to pay. Many judgments may have been settled between the parties or paid. Judgments settled otherwise than through the Court may appear unless "satisfaction" is entered up within twenty-one days from judgment or allocatur. Registered judgments are not necessarily for debts. They may be for damages or otherwise, they may relate to actions *bona fide* contested between the parties, or they may be against defendants, liable in a representative capacity, and not personally; but no distinction is made on the register. Judgments are not returned to registry if satisfied in Court books within twenty-one days.

Jesse Whittle, 136 Sholing Road, Itchen, Hants., haulage contractor. £55/16/1. April 3rd.
A. J. Wilkins, 42 Sea Road, Boscombe, Hants., motor coach proprietor. £48/17/4. March 20th.
Chas. Walklate, 15 Frederick Street, Longton, Staffs., haulage contractor. £75/8/4. March 14th.
Dock & General Transport Co., Ltd., 25 Grove Park, Camberwell, London, S.E., haulage contractors. £47/7/10. March 17th.
Hy. Wm. Hamilton, 60 Union Street, Southwark, London, S.E., haulage contractor. £52/12/3. March 24th.
Jno. Robt. Wilson, 34 Lawkholme Crescent, Keighley, Yorks., carting agent. £107/14/2. March 19th.
Penryn Transport Co., Ltd., Commercial Road, Penryn, Cornwall, hauling contractors and warehousemen. £43/18/5. March 25th.
Jas. Nash, the younger, Whitecroft, Glos., transport contractors. £103/12/0. April 2nd.
Wm. Maxted, 6 Brunswick Square, Herne Bay, Kent, haulage contractor. £61/16/7. April 1st.
Wm. McClean, 25 Silverdale Street, High Openshaw, Lancs., haulage contractor. £64/11/10. March 27th.
H. Ware & Sons, 22 Bollo Bridge Road, South Acton, London, W., haulage and removal contractors. £32/9/6. February 28th.
R. C. Webster, 11c Avenue, Charterhouse Street, London, E.C., transport contractor. £35/6/6. March 17th.
Geo. Harris, 30 Ironmill Road, Wandsworth, London, S.W., haulage contractor. £50/8/3. March 14th.
J. E. Day & Sons, 2 Parker Street, Woodwell, Batley, Yorks., hauliers. £35/0/8. April 1st.
Ernest Hodgson, Forge Lane, Horbury Junction, Yorks., haulage contractor. £35/6/6. April 8th.
H. F. Luckham, Lisburne Coach and Motor Works, Babbacombe Road, Torquay, Devon, motor coach proprietor. £45/7/1. March 21st.
Jas. Warhurst, 3 Fletcher Street, Ashton-under-Lyne, Lancs., Carrier. £79/4/7. March 11th.
Wm. Jno. Cavanagh and Alice Louisa Cavanagh, his wife, 17 York Road, Stepney, London, E., cartage contractor, £45/18/0. March 26th.
F. Horne, 56 Exmouth Road, Gt. Yarmouth, Norfolk, cartage contractor. £32/1/4. March 11th.
— Smith, Furlong Cott., Alrewas, Nr. Burton-on-Trent, Staffs., haulier. £58/9/0. April 9th.
Sydney Cooke, 18 Swale Road, Darnall, Sheffield, haulage contractor. £31/0/11. April 7th.
Alf. Victor Izzard, 339 Shoreham Street, Sheffield, haulage contractor. £51/11/8. April 4th.
A. Austin, Cold Ash, Nr. Newbury, Berks., carrier. £57/4/2. April 17th.
— Christmas, Bicknacre, Nr. Chelmsford, Essex, haulage contractor. £29/3/8. April 23rd.
Geo. Smith & Co. (tdg. as Belmont Garage), Belmont Street, Monton, Eccles, Lancs., haulage contractors. £32/17/4. April 25th.
Alf. W. Rowland, Round House, Thornwood, Nr. Epping, Essex, motor and cartage contractor. £69/4/1. March 4th.
— Gaunt, 43 Landseer Road, London, N., common carrier. £35/15/0. April 1st.
J. Brown & Son, Rhyd-y-Blew Inn, Beaufort, Mon., haulage contractors. £34/14/6. April 3rd.
Simplex Carrying Co., 113 Bradford Street, Birmingham, haulage contractors. £35/15/0. March 13th.
Harvey & Co., 16 Somerset Street, Hull, haulage contractors. £35/7/8. April 17th.
Herbert Scholey, 1 Brier Street, Hillsborough, Sheffield, haulage contractor. £53/14/8. February 5th.
Rigg & Law, 75 Common Top, Scholes, Cleckheaton, Yorks., haulage contractors. £35/13/9. April 11th.
Chas. Frank Cahill, Little Coxwell, Faringdon, Berks., haulier and contractor. £64/15/8. April 24th.

The Gazette.

Dissolutions of Partnerships.

SAMUEL TILLEY, the Younger, JOSEPH HENRY TILLEY and JAMES TILLEY, carters, Hay Wharf, Burton-on-Trent, trading as Tilley Brothers. 30th April, 1930.

WILLIAM JOHN FISHER and THOMAS HOOLEY, trading as Fisher and Fisher, at Portsmouth, Ware and London, haulage and road transport contractors. 30th April, 1930. William John Fisher will continue.

RICHARD WAUGH and JOHN GEORGE WAUGH, haulage contractors, trading as R. & J. G. Waugh, Wood Street, Botcherby, Carlisle and Scotby, near Carlisle. 31st March, 1930.

MILES HARDY and JOHN HARDY, trading as M. & J. Hardy, carters. 6th April, 1930. Miles Hardy with his son, Horace Parkinson Hardy, trading as Miles Hardy & Son, will continue.

JOHN ERNEST CHARLES and JAMES MONTAGU WYATT, removal contractors, trading as Charles & Co., 240, High Street, Camden Town, N.W.1. 17th May, 1930. James Montagu Wyatt will continue.

WALTER GEORGE NICHOLS and THOMAS HOLLANDS, West Moors, Dorset, hauliers, trading as Nichols & Co. 31st March, 1930, so far as concerns Thomas Hollands, who retires

ALBERT ERNEST DUNN, ARTHUR LEONARD DAFFIN and CHRISTOPHER HOPKINS, cartage and haulage contractors, 195, Clapham Road, Clapham, trading as A. E. Dunn & Son, and Dunn's Haulage & Engineering Company. 18th January, 1930. All debts by Albert Ernest Dunn.

The Bankruptcy Acts, 1914 and 1926.
Bankruptcy Proceedings.

PETER EDGAR, 49, Castle Street, Canterbury, haulage contractor. Receiving order and order of adjudication, May 3. Public examination June 17, at Canterbury.

ARCHIBALD EDGAR SMITH, Elstow Road, Bedford, Beds., haulage contractor. Receiving order and order of adjudication, May 6. Public examination June 17, at Bedford.

VICTOR JAMES FULLER, 77, Holland Road, Brixton, motor haulage contractor. Receiving order May 12.

WILLIAM MORGAN GRIFFIN, 39, Flaxman Road, Camberwell, motor haulage contractor. Receiving order May 12. Public examination June 25, in London. (Under Consolidation by Order of Court.)

Notices of Intended Dividends.

HENRY LEAR, trading as Hannah Lear & Sons, 125, Cottenham Street, Chorlton-on-Medlock, Manchester, carrying contractor. No. 14 of 1930. Claims to Frederick Murgatroyd, Byrom Street, Manchester. Senior Official Receiver.

EDWIN STANWIX, 44, Spring Street, Barnsley, Yorkshire, motor haulage contractor. No. 18 of 1929. Claims to Basil Shaw Briggs, County Chambers, King Street, Wakefield. Official Receiver.

FREDERICK BENJAMIN KIRBY (separate estate), trading with another, Shirkoak House, Woodchurch, Kent, haulage contractor. No. 13 of 1927. Claims to R. William Cave, 12a, Marlborough Place, Brighton. Official Receiver.

HARRY RAYNER and JOHN HENRY BAKER, trading in co-partnership at 32, Blackfriargate, Kingston-upon-Hull, as "Rayner and Baker," haulage contractors. No. 78 of 1929. Claims to Joseph Edward Danthorpe Stickney, 37, Scale Lane, Hull. Official Receiver.

Notices of Dividends.

WILLIAM FRED LAUGHTON, Carr Lane, Gainsborough, Lincolnshire, carting contractor. No. 50 of 1928. First and final of 2s. 9d. in the £ payable at 16, Market Street, Gainsborough.

OWEN ALBERT TAYLOR, 10, Whiterock Place, Southwick, late "Laurel Dene," Lower Road, Kingston-by-Sea, formerly 137, Albion Street, Southwick, all Sussex, haulage contractor. No. 4 of 1929. First and final of 4s. 11½d. in the £ payable at the Official Receiver's Office, 12a, Marlborough Place, Brighton.

HERBERT BENJAMIN HAWKER (separate estate), 9, Sydenham Road, Cotham, Bristol, late trading in co-partnership with another, haulage contractor. No. 36 of 1929. First and final of 9s. 9d. in the £ payable at the Official Receiver's Offices, 26, Baldwin Street, Bristol.

THOMAS EVANS, Walton-by-Kimcote, Leicestershire, carrier. No. 25 of 1923. Supplemental of 6s. 7½d. in the £ payable at the Official Receiver's Office, 1, Berridge Street, Leicester.

Applications for Discharge.

THOMAS WALTER BATEMAN, late 160, East India Dock Road, E.14, and 4, Willis Street, Poplar, E.14, both London, cartage contractor. June 18, in London.

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New Companies.

Olympic Motor Services, Ltd. (247,371).—Private company. Registered April 12th. Capital £1,500 in 1,250 ordinary shares of £1 each and 5,000 founders' shares of 1/- each. Objects: To carry on the business of proprietors of motor cabs, omnibuses, cars, carriages, vans, aircraft, etc. The permanent directors are: F. Clark, R. H. Gowlding.

John Ramsay (Clydebank), Ltd. (15,918).—Private company. Registered in Edinburgh on April 12th. Capital £2,000 in £1 shares. Objects: To acquire the business of a carriage hirer and funeral undertaker carried on by John Ramsay at 42 Alexander Street, Clydebank. The directors are: J. Ramsay, Miss Jane Ramsay, Mrs. Jane Ramsay. Registered office: 42 Alexander Street, Clydebank.

Monmouthshire Transport Company, Limited. (247,369).—Private company. Registered April 12th. Capital £2,000 in £1 shares. Objects: To acquire the business of general hauliers and cartage contractors heretofore carried on by E. Halford, D. Lander and W. E. Isom at Newport, Mon. The directors are: E. Halford, D. Lander, W. E. Isom.

West Herts Motor Services, Ltd. (247,394).—Private company. Registered April 14th. Capital £7,000 in £1 shares. Objects: To carry on the business of motor omnibus proprietors formerly carried on by H. B. Slade as the West Herts Motor Services at Hemel Hempstead and Watford. The first directors (to number not less than 2 nor more than 7) are: H. B. Slade (managing director), Mrs. E. C. Slade. Registered office: The Cottage, George Street, Hemel Hempstead.

Hartington Motors, Limited. (247,448).—Private company. Registered April 16th. Capital £1,000 in £1 shares. Objects: To carry on the business of motor job masters, motor omnibus, cab and other public or private conveyance proprietors, etc. The first directors are to be appointed by the subscribers. Secretary: S. W. Brooke. Registered office: 26a Finsbury Square, E.C.2.

Parry, Leon & Hayhoe (South Africa), Ltd. (247,492).—Private company. Registered April 17th. Capital £5,000 in £1 shares. Objects: To carry on the business of wharfingers, storekeepers, carriers, stevedores, shipping and forwarding agents, shipowners, tourist agents, etc. The directors are: P. A. Leon, R. S. Hayhoe. Registered office: 35 Crutched Friars, E.C.

Whites Removals and Transport, Ltd. (247,587).—Private company. Registered April 24th. Capital £2,000 in £1 shares. Objects: To carry on the business of furniture removers, cartage and transport agents, garage proprietors, general hauliers, etc. J. F. White signs documents as director. Registered office: 46 Oliver Street, Birmingham.

Traveller Saloon Coaches, Ltd. (247,615). — Private company. Registered April 25th. Capital £2,000 in £1 shares. Objects: To acquire the business of saloon coach and omnibus proprietors and road travelling promoters heretofore carried on by T. Lidstone and A. Widlake at and from Plymouth. The directors are: T. Lidstone, A. Widlake (both permanent managing directors, subject to each holding 500 shares).

Clewley Transport Company, Limited. (247,635).—Private company. Registered April 26th. Capital £1,000 in £1 shares. Objects: To carry on the business of general carriers, haulage and removal contractors, motor engineers, garage proprietors, railway and forwarding agents, etc. The first directors (to number not less than 2 nor more than 5) are: W. H. Clewley, Mrs. Annie E. Clewley. Registered office: Wood View, Wheel Lane, Grenoside, nr. Sheffield.

Franks of Old Street, Limited. (247,639).—Private company. Registered April 26th. Capital £1,000 in £1 shares. Objects: To acquire the business of transport contractors carried on at 4 Teanby's Buildings, 33a Old Street, E.C., as S. Frank & Co., and to adopt an agreement with F. P. Spendlove and L. O. Bodley. F. P. Spendlove signs documents as director.

Orange Transport Service, Ltd. (247,648).—Private company. Registered April 26th. Capital £100 in £1 shares. Objects: To carry on the business of haulage contractors, transport agents, etc. The directors are: E. P. Parker, Constance I. Parker.

Alfreton Motor Transport Co., Limited. (247,629).—Private company. Registered April 26th. Capital £15,000 in £1 shares. Objects: To acquire the businesses carried on at Alfreton, Derby (1) of motor omnibus proprietors, etc., by the "Alfreton Motor Transport Company" and (2) of Vulcanizers, etc., by the "Alfreton Vulcanizing Company." The first directors (to number not less than 3 nor more than 5) are: F. Peel, A. C. Stewart, S. Holmes.

C. Aldrich, Ltd. (247,691).—Private company. Registered April 29th. Capital £1,000 in £1 shares. Objects: To carry on the business of cartage contractors and motor omnibus proprietors formerly carried on by C. P. F. Aldrich, at Brabourne, near Ashford, Kent, and that of furniture removers and warehousemen, etc. The first directors (to number not less than 2 nor more than 5) are: C. P. F. Aldrich (permanent), Mrs. Mildred M. Aldrich. Registered office: Holmleigh, Brabourne, near Ashford, Kent.

Queen Line Coaches and Baldock Motor Transport, Ltd. (247,739).—Private company. Registered April 30th. Capital £10,000 in 5,000 7 per cent. cumulative preference shares of £1 each and 20,000 ordinary shares of 5/- each. Objects: To carry on the business of garage proprietors, taxicab and other public or private conveyance proprietors, runners of motor coaches and motor omnibuses, etc. The first directors are to be appointed by the subscribers.

Walter E. Frank & Company, Limited. (247,759).—Private company. Registered May 1st. Capital £500 in £1 shares (350 "A" and 150 "B"). Objects: To carry on the business of ship, chartering, loading, insurance, passenger and general brokers, agents, managers of shipping and other property, freight, postal and general contractors, carriers, forwarding agents, etc. W. E. Frank is the first director. Registered office: Camomile Chambers, 36 Camomile Street, E.C.3.

European and Continental Motorways, Ltd. (247,784).—Private company. Registered May 2nd. Capital £100 in £1 shares. Objects: To carry on the business of motor coach proprietors, travel and tourist agents, etc. The directors are: W. R. M. Churcher, P. W. Grindrod, H. J. Spencer, Lorne Currie. Registered office: 44 Cranbourn Street, Leicester Square, W.1.

Farleigh Travel and Transport Bureau, Ltd. (247,848).—Private company. Registered May 5th. Capital £500 in £1 shares. Objects: To carry on business as char-a-banc, cab, omnibus and other vehicle proprietors; to construct and maintain garages and motor service stations, etc. The first directors (to number not less than 2 nor more than 5) are: Mrs. Sarah A. Cooper, W. Cutting. Secretary: R. M. Trueman. Registered office: 144 Stoke Newington Road, Stoke Newington, N.16.

Wolfenden Bros., Ltd. (247,915). — Private company. Registered May 7th. Capital £100 in £1 shares. Objects: To acquire the business now carried on at 59 Temperance Street, Manchester, as "Wolfenden Bros." and to carry on the business of general carriers, railway and forwarding agents, warehousemen, bonded and common carmen, etc. The directors are: J. Wolfenden, R. Wolfenden. Registered office: 44 Brazennose Street, Manchester.

Millbay Transport Company, Ltd. (247,936).—Private company. Registered May 8th. Capital £2,000 in £1 shares. Objects: To adopt an agreement with Hilda M. King, J. King, Thomasine L. A. King and Ada E. King, and to carry on the business of haulage and transport contractors as carried on by them at 1 and 2 Frederick Street, Plymouth, as "J. King & Co.," and that of coal, coke, wood and timber merchants, motor coach, car and lorry proprietors, garage keepers, etc. The first directors (to number not less than 3 nor more than 4) are: S. J. D. March, J. A. G. King, Hilda M. King. Secretary: S. J. D. March. Registered office: 1 Frederick Street, Plymouth.

Archway Motor Coaches, Ltd. (248,055).—Private company. Registered May 14th. Capital £2,000 in 6,000 ordinary shares of 5/- each and 5,000 deferred shares of 2/- each. Objects: To carry on the business of motor coach runners, hirers, passenger carriers, etc. The first directors (to number not less than 2 nor more than 5) are: L. Davis, Mavis V. Naismith.

Crosville Motor Services, Ltd.—Registered as a "public" company on May 15th with a nominal capital of £800,000 in £1 shares. The objects are to acquire all or some part of the businesses formerly carried on by the Crosville Motor Company, Ltd., the Holyhead Motor Company, and the U.N.U. Motor Services, and recently by the London, Midland and Scottish Railway Company, or some of them, and the business carried on by the Llandudno Coaching and Carriage Company, Ltd., and to carry on the business of engineers, manufacturers and proprietors of omnibuses, tramways, railways, light railways, piers, motor cars, steam and motor boats, aeroplanes, airships, vans, wagons, cabs, carriages, cycles and vehicles, store and garage keepers, carriers by land, sea or air, forwarding agents, carmen, etc. The first directors (to number not less than 3 nor more than 10) are: W. S. Wreathall, G. Cardwell, C. D. Stanley, O. G. Roberts, A. Davies, C. C. Taylor. The file number is 248,119.

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Ensign Motor Coaches, Limited. (248,095).—Private company. Registered May 15th. Capital £500 in £1 shares. Objects: To carry on the business of omnibus proprietors, agents for and dealers in motor cars, motor vans and vehicles of all kinds, etc. The directors are: S. R. Bonney. Penelope V. Bonney.

W. T. Carey & Company, Ltd. (248,117). — Private company. Registered May 15th. Capital £500 in £1 shares. Objects: To carry on the business of char-a-banc, omnibus, cab, motor car and other conveyance proprietors, and dealers, coach, carriage and other vehicle manufacturers and repairers, garage proprietors, haulage and removal contractors, etc. The provisional directors are: Mrs. C. D. Carey, W. T. K. Carey.

Sheargold's Transport, Ltd. (248,180).—Private company. Registered May 17th. Capital £1,000 in £1 shares. Objects: To carry on the business of haulage and transport contractors, hauliers and general carriers, etc. The directors are: G. W. England, S. Murray, W. Sheargold, and Elsie M. Sheargold. Secretary: S. Murray.

Mortgages and Charges.

Heavy Transport Co., Ltd.—Particulars filed of £2,000 debentures authorised February 22nd, 1930, charged on the company's property, present and future, including uncalled capital, the whole amount being now issued.

Thomas' Motors, Ltd. (formerly Thomas' Posting Establishment, Ltd.).—Letter of deposit dated March 15th, 1930, charged on 151-2 East Reach, Taunton, to secure all moneys due or to become due from the company to the Westminster Bank, Ltd.

Speedy Transport & Garages, Ltd. — Debenture dated March 17th, 1930, to secure £2,000, charged on the company's undertaking and property, present and future, including uncalled capital. Holder: Lady Iris M. A. de Vere Capell, 21 Empire House, Thurloe Place, S.W.1.

Miller Traction Company, Ltd.—Debenture dated March 21st, 1930, to secure £1,895, charged on the company's undertaking and property, present and future, including uncalled capital. Holder: Christopher Dodson, Ltd., Cobbold Road, Willesden, N.W.

South Midland Touring and Transport Company, Ltd.—Mortgage debenture dated March 24th, 1930, to secure £3,400, charged on freehold land with garage and other buildings thereon in Iffley Road, Iffley, Oxford, and the company's undertaking and property, present and future, including uncalled capital. Holder: H. Capel, 279 Banbury Road, Oxford.

Link Safety Coaches (Bournemouth), Ltd.—Particulars filed of £1,500 debentures authorised March 24th, 1930, charged on the company's undertaking and property, present and future, including uncalled capital, the whole amount being now issued.

Andrews & Lambert, Ltd.—Particulars filed of £500 debentures authorised March 27th, 1930, charged on the company's undertaking and property, present and future, including uncalled capital (subject to £600 debentures dated July 5th, 1928), the whole amount being now issued.

Classique Coaches, Ltd. — Debenture charged on the company's undertaking and property, present and future, including uncalled capital, dated March 27th, 1930, to secure all moneys due or to become due from the company to Barclays Bank, Ltd.

Southern General Omnibus Company, Ltd. (formerly H.B. Buses, Ltd.).—Debenture charged on the company's undertaking and property, present and future, including uncalled capital, dated March 29th, 1930, to secure all moneys due or to become due from the company to Lloyds Bank, Ltd.

Venture Bus Services, Ltd. — Mortgage on Woodside House, Low Westwood, Hamsterley Colliery, Co. Durham, with fixtures, etc., dated March 31st, 1930, to secure all moneys due or to become due from the company to Martins Bank, Ltd.

Multiways, Ltd.—Particulars filed of £5,000 debentures authorised April 28th, 1930, charged on the company's undertaking and property, present and future, including uncalled capital, the amount of the present issue being £600.

Satisfactions.

Note: Where the amount "originally secured" is stated, that is not necessarily the amount outstanding at the date of the satisfaction recorded below. There may have been previous partial satisfactions, registered or unregistered. The registration of Satisfactions is not compulsory.

R. A. Dagnall (Haulage Contractor), Ltd.—Satisfaction to the extent of £750 on March 13th, of debenture dated February 24th and registered March 4th, 1930. (According to the register of mortgages the debenture registered March 4th, 1930, originally secured £915).

Wilkinsons Transport, Ltd.—Satisfaction in full on May 5th, 1930, of deposit of deeds without instrument made with Williams Deacons Bank, Ltd., dated July 2nd, 1929, and registered July 22nd, 1929. (According to the register of mortgages, the deposit of deeds registered July 22nd, 1929, originally secured all moneys due or to become due).

M. R. S., Ltd. (formerly Marstons Road Services, Ltd.). —In our May issue we recorded the registration of satisfaction to the extent of £1,805 on March 17th, 1930, of debenture dated March 5th, and registered March 7th, 1928, and stated that according to the register of mortgages, the debenture registered March 7th, 1928, originally secured £4,000. We are now informed that the full amount of the debenture securing £4,000 has been paid off and that there is no charge of any kind against the company.

Receiverships (Appointment or Release).

New Brighton Motor Coach Company, Ltd. — J. G. Hurst, of 51 North John Street, Liverpool, ceased to act as Receiver on March 31st, 1930.

Blue Band Bus Services, Ltd.—C. P. Barrowcliff, Incorporated Accountant, of 55 Albert Road, Middlesbrough, was appointed Receiver and Manager on March 31st, 1930, under powers contained in debenture dated November 12th, 1929.

Fishers Saloon Services, Ltd.—C. G. Jolliffe, C.A., of "Belvoir House," 45 Chepstow Road, Newport, Mon., was appointed Receiver on March 31st, 1930, under powers contained in debenture dated November 10th, 1928.

Blue Band Bus Services, Ltd.—C. P. Barrowcliff, of 55 Albert Road, Middlesbrough, was appointed Receiver and Manager on April 4th, under powers contained in debenture dated January 15th, 1930.

Malden Haulage Company, Ltd.—R. A. Somerville, of 69 Moorgate, E.C., was appointed Receiver and Manager on April 4th, 1930, under powers contained in debenture dated December 17th, 1929.

Palanquin Coaches, Ltd.—C. J. Weir, of 54/56 Coleman Street, E.C., was appointed Receiver on April 7th, 1930, under powers contained in debenture dated November 5th, 1929.

NOTICES

The World's Carriers is published monthly, on the 15th of each month. Annual Subscription, including **World's Carriers Year Book and Diary**, £1 1s., post free.

Advertisement tariff sent on request.

The Editor, while promising to give prompt consideration to any articles, notes, drawings, or photographs submitted, disclaims all liability in connection with contributions sent in voluntarily. If a properly addressed and stamped envelope is forwarded, every effort will be made to return rejected contributions.

Books, pamphlets, prospectuses, and newspapers (the latter having any special item conspicuously marked) should be addressed to the Editor.

All remittances should be made payable to "**The Carriers Publishing Company, Ltd.,**" Bangor House, 68 & 69 Shoe Lane, London, E.C.4, and crossed "Midland Bank, Ltd."

Telegrams: KARRIWORL, LUD, LONDON. **Telephone:** CENTRAL 6068 (2 lines).

Our Information Bureau.

FOR THE INFORMATION OF OUR SUBSCRIBERS we have recorded the names of General Carriers, Furniture Removers, Motor Haulage Contractors, and Forwarding Agents in all parts of the world.

Any subscriber requiring the name and address of a carrier, motor transport contractor, furniture remover, or forwarding agent in any particular town can obtain the information by writing us and enclosing a stamped addressed envelope.

FREE INFORMATION COUPON.

Information and advice can be obtained relating to Road Transport matters and concerning Motor Vehicles, such as Buses, Lorries, Steam Wagons, Delivery Vans and Tractors.

"THE WORLD'S CARRIERS."

Information Bureau Coupon.

JUNE, 1930.

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The
World's Carriers
AND
Carrying Trades' Review
A MONTHLY RECORD OF THE CARRYING TRADES OF THE WORLD.

VOL. XXVI.—No. 310 JULY 15. 1930. [ANNUAL SUBSCRIPTION, £1 1s. (INCLUDING YEAR BOOK AND DIARY).

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Progress of Civil Aviation.

At this time of the year the air is full of aviation in more senses than one, the great Air Pageant at Hendon having demonstrated once more the great advances which have taken place in the conquest of the air and having shown to a vast multitude of men, women and children what can be done by skilled pilots, not only in the direction of expert flying, but in what is now called aerobatics and crazy flying, a form of entertainment requiring the utmost skill and nerve on the part of the performer. It is therefore singularly appropriate that the report of the Progress of Civil Aviation for 1929 should make its appearance at this juncture and this year's volume is even more fascinating than that of previous years. This is largely due to the great advances which have been made, rendering possible a series of maps showing the air routes, present and prospective, not only of this country and the Dominions Overseas, but of the other great countries with their networks of air services in all parts of the world. The year under review is noteworthy for the opening of the great air route from this country to India, carried out by Imperial Airways, Ltd. This service has been very successful, although up to recently a section of the route was carried out by rail transport, the sector from Uskub to Salonica being carried out by night train. We have recently received notice from Imperial Airways, Ltd., that this section is now being undertaken by air, so that with the exception of the short section between Alexandra and Cairo the whole of the England-India service is now operated by air. Another development is that of co-operation with the railway companies whereby goods can be booked through from any railway station in Great Britain to any railway station on the Continent by a combination of rail and air services. Another important event, although outside the strictly commercial side of aviation, was the great Schneider Trophy Contest, which showed once again the great qualities both of British pilots and British machines. A third important development was the formation of National Flying Services, Ltd., with headquarters at Hanworth, Middlesex, and this organisation has already done good service and become firmly established. The main objects of the company are to organise flying clubs and to create a chain of aerodromes throughout the country, including landing grounds and other necessary facilities for civil flying. Already light aeroplane clubs have been formed in various parts of the country and at the end of last year the total membership amounted to 3,648. In addition to encouraging flying in privately owned aeroplanes the company is proposing to operate a public air-taxi service as well as to perform other useful functions, all of which will have the effect of encouraging civil aviation. A useful chapter in the report is devoted to the aircraft industry, with illustrations of well known types of aeroplanes and seaplanes together with brief descriptions of the two famous airships—R 100 and R 101. The latter airship was seen to great advantage at the Air Pageant, first of all hovering in the distance waiting for its turn to take part in the performance and then sailing majestically over the aerodrome so that every one of the great multitude present could obtain a close-up view of the gigantic vessel. After a long period of experimenting, of testing, of strengthening, and of alteration these two airships are now ready for long distance voyages and preparations have been made for the R 100 to cross to Canada during the present month. Another event of great interest was the air race round England for the King's Cup, which took place on Saturday, July 5th, and was won after a thrilling race by Miss Winifred Brown, the first woman to win this great race. There are some who criticise such racing, just as there are some who criticise motor racing and motor boat racing on the grounds that unnecessary danger is incurred without any corresponding advantage, but this is a short-sighted view as it is only by such events that the capabilities of the machines can be thoroughly tried out and new advances made which will render aviation more dependable, more secure and more efficient. An interesting development of a business character is reported in this issue of our journal, two representatives of a group of Leicestershire Quarry Owners having flown from Leicester to Heston Aerodrome to deliver cases containing samples of

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roadstone to well known highway officials, including Col. C. H. Bressey, the Principal Technical Officer of the Roads Department of the Ministry of Transport, and Mr. A. Dryland, the Engineer to the Middlesex County Council. While this may be looked upon perhaps as a business stunt which was successfully carried out, it is also a lesson in the prospective development of civil aviation which draws public attention to the possibilities of this new form of transport. Some very interesting information was given by Sir Eric Geddes, Chairman of Imperial Airways, Ltd., at a luncheon to delegates of the Imperial Press Conference, when by special invitation they inspected the Air Port at Croydon. He referred to the two great world air services, the one already mentioned from London to India, which when it was inaugurated took 7½ days to accomplish the journey and which is now carried through in a scheduled time of 6½ days, and the London to the Cape Service, which is scheduled to occupy 11 days and which it is hoped will quickly be reduced to 9 days. This latter service it is hoped to start in January next as far as Lake Victoria and to be extended to Cape Town a month or two later. It is interesting to record that in the report for the year 1929, 6,932 flights were carried through, 29,312 passengers were carried, 839.7 tons of cargo were conveyed and 99.2 tons of mails transported, all these figures showing a big increase on any previous year. There is no doubt that with proper Government support civil aviation will continue to make progress at a rapid rate and the time is rapidly drawing near when the whole of the world will be linked up by air services which will bring all parts of the British Empire into ever closer communication with the heart of the Empire.

Comment on Current Topics.

Rationalisation of Industry.

Rationalisation is an ugly word and its definition varies as widely as many another word coined to meet a new development in industry. If, as was suggested at the first meeting of the Institute of Transport Congress, held last week in Glasgow, it can be truthfully described as scientific management, there are few business men who would object to its application to industry in general and incidentally to transport. We have, however, seen too much of another aspect of rationalisation to be contented with this definition. It is not a new thing, but only an old thing with a new name. Big concerns swallow up smaller concerns irrespective of economy, efficiency or science, the public are invited to subscribe huge sums of money and, taken in by the well known names at the head of the huge combine, do so freely. For a time all is well and then comes the slump. Competition has been eliminated, the need for economy removed and as a result dividends disappear and too often the inflated capital has to be reduced very drastically. All this is done under the name of rationalisation. A further serious evil is the displacement of labour and the increase of unemployment. This is going on in almost every industry; it is so in the Transport World. Let us have scientific management by all means, but we are going too far in this craze for combines, gigantic trusts, and quasi-monopolies, eliminating the efficiently conducted, well-organised concern, which is tempted by an offer, often far in excess of its real value, to part with a business, built up by careful work and individual enterprise and strenuous endeavour.

Long Distance Road Haulage.

We listened with a great deal of interest to the evidence given before the Royal Commission on Transport by Sir Maxwell Hicks, as the representative of members of the Road Transport Industry engaged primarily on long distance haulage. He made an admirable witness, clear and concise in his answers and showing a thorough grasp of his subject. It is in no carping spirit that we criticise the committee of which he is chairman. The Royal Commission is open to hear any witness who has useful information to give them to enable them to present a final report which shall complete their arduous work. As we listened, however, we could not help feeling that a great deal of the evidence had already been covered by the National Road Transport Employers' Federation and by the Commercial Motor Users' Association. Granted that those engaged primarily on long distance road haulage have certain urgent problems of their own, yet these problems are all considered and dealt with in the ordinary work of the Associations referred to. The membership of the constituent bodies of the National Federation and of the C.M.U.A. comprises the bulk of those engaged in such haulage work. The important question of licensing is one which is of great importance for good or ill of every member of the trade. The hours of labour; the conditions under which the men work; the urgent problem of the owner-driver, not bound by the conditions which control the larger undertakings, all these and other questions concern all engaged in road transport. In so far as the evidence of Sir Maxwell Hicks tends to strengthen that given earlier by representatives of the trade it is all to the good, but if the impression should be given that road haulage can be split up into distinct sections and work in watertight compartments then we venture to assert that the effect will not be beneficial to the Road Transport Industry as a whole.

Port Facilities.

In our last issue we gave a brief account of the opening of the new landing stage at Tilbury, owned by the Port of London Authority, a ceremony which put the finishing touch to the developments at Tilbury, previously described in our journal. The Port of London has now facilities for handling the largest boats which have been built, and this new landing stage has placed the great Port of London once more in the forefront as a passenger port. In the same issue we had an article which was specially written for us dealing with the Port of Glasgow and the Clyde Navigation, showing what has been done at that great port, not only to deal with present traffic, but to prepare for extensions anticipated in the future. The other great ports of the country have each of them had big schemes in hand on the same lines, and we have just recently had the opportunity of seeing over the Port of Antwerp, where great developments are being carried out and increased facilities provided. It takes an optimist to go ahead when trade is bad, but we are quite sure that those responsible for the development of the ports of the world are on the right lines in spending money and in improving their ports at the present time and that they will be amply repaid for their enterprise in the not distant future.

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Railway Traffic.

The continued decline in the traffic receipts of the great railway companies is a disturbing factor, not only because every one wishes to see the railways prosperous, but because their prosperity or depression is a barometer of the trade of the country. Road Transport has been credited in the past with a large share in this railway depression. The railways are now the largest owners of road services in the country, but receipts continue to decrease. Nothing but a real trade revival can bring back prosperity, not only to the railways, but to all forms of transport, which must flourish and develop or be depressed and decline just as trade improves or diminishes. Up to a certain point reductions in traffic can be offset by economies, but the limit of safety is soon reached and this year costs may be higher owing to increased wages, and only a real and continued revival in industry can have the desired result.

Safety of the Railways.

At a time when we are all concerned with "Safety First," it is good to point out that travel by rail is the safest of all means of transport at any rate so far as this country is concerned. The returns of railway accidents issued by the Ministry of Transport show that out of 1,702,000,000 passenger journeys on the railways only three persons lost their lives. It may therefore be stated confidently that the risk of railway travel is a negligible one and the railway companies have good reason to be proud of their record. When we compare these figures with the appalling list of losses on the roads, we begin to wonder whether the freedom of the roads is a practical proposition in these days of fast travelling when everybody drives. It points once more to the need for precautions which will enable road transport to compete on more favourable terms with the railways in this beneficent direction.

The Storage of Petrol.

The regulations with regard to the keeping and use of petroleum are contained in "Statutory Rules and Orders (1907) No. 614" and in the Petroleum Amended Regulations of 1923 (No. 1359) and in the Petroleum-Spirit (Motor Vehicles, etc.) Regulations, 1929, contained in Statutory Rules and Orders 1929, No. 952. It is to the latter regulations that we now wish to draw the attention of our readers. The previous regulations deal for the most part with traders engaged in the sale of petrol, who are required to be licensed for the purpose by their local authorities. The Petroleum-Spirit (Motor Vehicles, etc.) Regulations, 1929, relate to the keeping and use of petroleum spirit for the purposes of motor vehicles, motor boats, aircraft and certain classes of engines provided always that the petrol is not kept wholly or partly for sale. In such cases no licence from the local authority is necessary but certain conditions must be observed which are as follows:—The petrol must be kept in metal vessels which are reasonably secured against breakage and so constructed and maintained as to prevent leakage. Every vessel in which petrol is kept, unless it is in the tank of a motor vehicle, motor boat, aircraft or engine, shall have marked upon it conspicuously "Petroleum Spirit" and "Highly Inflammable." The storage place must be in the open air or, otherwise, it must be effectively ventilated to the open air and there must be an entrance to it direct from the open air. In the storage place or near to it there must be kept fire extinguishing apparatus of a type capable of extinguishing fires occasioned by burning petroleum spirit, or a supply of sand or other effective means for extinguishing such fires. The storage place must not be attached to any building used as a dwelling place unless it is separated from it by a substantial floor or partition, constructed of material not readily inflammable, and has no opening therein, except in the case of a storage place in which not more than two vessels of a capacity not exceeding two gallons each are kept, in addition to that contained in the fuel tank of any motor vehicle, motor boat, aircraft or engine in which case there may be an opening in any such partition. Not more than 60 gallons of petrol may be kept at the same time in any one storage place. In computing the quantity, any petrol contained in the fuel tank of a motor vehicle, etc., must be included. Furthermore any two storage places not more than 20 ft. apart, in the occupation of the same occupier, shall be regarded as only one storage place. Except in the fuel tank of a motor vehicle, etc., the petrol shall not be kept in any vessel of greater capacity than two gallons unless the storage place is more than 20 ft. from any building, highway or public footpath and provision has been made by excavation or by the erection of retaining walls or otherwise to prevent the petrol from flowing out of the storage and notice in writing has been given to the local authority that the petrol is proposed to be so kept. The notice must be given before keeping the petrol in a vessel exceeding two gallons capacity. Except in the fuel tank of a motor vehicle, etc., and in not more than two vessels not exceeding two gallons each, petrol shall not be stored within 20 ft. of any building or of any stack of timber or other inflammable substance, unless notice in writing that petrol is proposed to be kept in the storage place otherwise than as stated, has been given to the local authority and the notice shall be repeated annually in January.

The Container Competition.

We have referred to the need for improvements in containers on railways in our columns. The subject was brought up for discussion at the World Motor Transport Congress, held in Rome in September, 1928, by Senator Silvio Crespi, whose energy and enthusiasm so largely helped to make the Congress such a success. We listened with much interest to Senator Crespi's address on the subject. As a result the International Chamber of Commerce is offering substantial prizes for the best design of container for international work and capable of use by rail, road or water. In this issue we give particulars of the competition which closes in September next. The railway companies have taken up the subject of containers with increasing interest during the past three years and their usefulness might be considerably enlarged if a more suitable type can be evolved.

The Traffic Problem—A Canal Way Out.

AN ingenious suggestion for relieving the traffic congestion on our roads—and particularly in London—is put forward by Sir Frank Baines, F.R.I.B.A. Sir Frank's view is that the canals of this country are really roads—relatively unused—and that they might well contribute materially to the solution of a pressing problem.

"We are now discovering," said Sir Frank in an interview, "that the roads of this country, built for what we might almost call medieval transport, are entirely inadequate. Many of our great centres of industry are connected by canals, but these are not recognised as the important links in the chain of commerce which they undoubtedly are. I wonder why so few people realise that there could be a continuous stream of traffic, day and night, on the waterways of this country, without causing the slightest congestion. Moreover, it would not add one iota to the horror of noise and disturbance which is to-day one of the great plagues on the main traffic routes."

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Personal Notes.

Presentation.—After fifty years service with the South Wales Transport Company, Ltd., and the Swansea Improvements and Tramways Co., Ltd., Mr. David James, J.P., was presented recently with an electric clock by members of the two companies of both of which he is now Managing Director. Mr. James entered the service of The Swansea Improvements & Tramways Co. in May, 1880, as office boy—subsequently becoming Chief Clerk—and in 1898 he was appointed General Manager. In 1899 the Swansea Tramways Company acquired the Mumbles Railway and Pier, which also came under Mr. James' control. In 1914 the South Wales Transport Company, Limited, was formed for the purpose of operating services of omnibuses in Swansea and surrounding districts under the same Chairman, Mr. C. G. Tegetmeier, and Board of Directors, as the Swansea Tramways Company, the management being placed in the hands of Mr. James. This Company has a fleet of 170 omnibuses. Some years ago Mr. James was appointed a Justice of the Peace for the County Borough of Swansea. Mr. James is a Member of Council of British Electrical Federation, Ltd.

MR. DAVID JAMES, J.P.

The Royal Mail Steam Packet Company, Ltd. Mr. Walter Runciman Appointed Director and Deputy Chairman.—The Royal Mail Steam Packet Company announces that at a special meeting of the Court of Directors, held recently, the Right Hon. Walter Runciman, M.P., was appointed to be a Director and Deputy-Chairman of the Company.

Mr. F. G. Bristow. — Mr. F. G. Bristow, F.C.I.S., M.Inst.T., the General Secretary of the Commercial Motor Users' Association, has been elected Chairman of the Road Safety Committee, and also re-elected Vice-Chairman of the Public Safety Committee of the National "Safety First" Association, of which Association he was one of the Founders.

MR. F. G. BRISTOW, F.C.I.S., M.INST.T.

South African Railways Publicity.—Mr. A. H. Tatlow, Manager of the South African Railways Publicity Department, has proceeded on leave prior to retirement on reaching the age limit, and various changes in the organisation are about to be effected by the Administration. It has been decided that the Tourist and Travel Bureau and the Publicity Department be amalgamated under one head instead of operating, as hitherto, under separate heads. Mr. N. B. Hewitt, Manager of the Tourist and Travel Branch, has been appointed the chief of this amalgamated department, which is styled the Publicity and Travel Department.

London's New Chief Engineer.—Mr. T. Peirson Frank, M.Inst.C.E., F.S.I., has been appointed Chief Engineer and County Surveyor to the London County Council as from December 1st next, in succession to Sir George Humphreys who has retired after holding the position for the last 28 years.

Mr. W. H. Webbe, the Chairman of the General Purposes Committee, presenting the report making the recommendation, said that at no time had the Council been faced with so many engineering problems as was likely to be the case within the next few years—problems which in their solution would call for the highest degree of technical skill and administrative ability. Mr. Frank had discharged heavy responsibility in many cities, including Plymouth, Cardiff and Liverpool.

MR. T. PEIRSON FRANK, M.INST.C.E., F.S.I.

Mr. Frank, who has been City Engineer of Liverpool for the last four years, has been responsible for large development schemes, new arterial roads and main bridges costing several millions of pounds. He had charge of relief schemes at Cardiff, costing £750,000 and other large building schemes. During the war he served in the engineering unit of the London University and was afterwards a captain in the Royal Engineers. He was wounded in the Ypres Salient. Mr. Frank is an authority upon civil and municipal engineering and surveying and has lectured on these subjects in many parts of the country.

Reward for Outstanding Salesmanship.—Mr. John Hill, of Belfast, has reaped the reward for outstanding salesmanship in the form of a free trip to the United States in August. A novel contest was run recently by Reo Motors (Britain), Ltd., offering to the dealer who sold the greatest number of Reo units between January 15th and May 15th the opportunity of visiting the Reo Factory at Lansing, Michigan, U.S.A., at the cost of the Company. All Reo dealers in Great Britain and the Irish Free State were eligible and competition was keen, but Mr. Hill topped the list with more than a score of sales for the four months period. Mr. Hill's effort is particularly noteworthy in that trade conditions generally have not been brisk in Northern Ireland. So successful has been the result of this competition that Reo Motors (Britain), Ltd., have decided to run another on similar lines, and it is probable that Mr. Hill will be accompanied to an Overseas Convention at the Reo Works, Lansing, by confreres from England and Scotland.

MR JOHN HILL.

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Institute of Transport Congress at Glasgow.

July 8th to 12th, 1930.

Impressions by the Editor.

SETTING down these few impressions immediately after the Institute of Transport Congress has finished, it is perhaps difficult to write in a critical spirit. The glamour of Gleneagles is still strong; the feel of the velvetlike turf, the glory of the hills in which the magnificent hotel is situated; the splendid hospitality which we enjoyed as the guests of the London, Midland & Scottish Railway Company, whose President is our President also—all these factors make it easy to say that the present Congress has surpassed its predecessors. If this does not seem gracious to our hosts on previous occasions at any rate we may truthfully say that this Congress has not been surpassed We have only mentioned one item in the programme out of many. Amongst other votes of thanks passed at the final business session on Thursday morning, the one to the Lord Provost of Glasgow for his civic reception and to him and the Corporation of Glasgow for their hospitality at the reception on Tuesday evening at the City Hall, was accorded a special ovation. The glorious building in which we met, the lovely reception rooms, the magnificent banqueting hall where dancing went on from 8 to 11.30; the fine concert which was enjoyed by those who did not dance, and the lavish hospitality will be remembered with appreciation by all who were privileged to take part in the proceedings.

Added to this the business sessions of the Congress were held in the Council Chamber in circumstances of great dignity and comfort, for which the members have again to thank the Corporation.

Again we are indebted to the London, Midland and Scottish Railway for the opportunity of spending a day on the Clyde on the new turbine steamer, "Duchess of Montrose" as their guests. Only those who have taken this trip can realise the glories of the scenery through which we passed. There is only space to mention one or two features. The lovely Isle of Arran with the Goatfell range and Brodick Bay; the Kyles of Bute; Rothesay Bay; Toward, Inellan and Dunoon; Loch Long; Arrochar and Gourock; all these conjure up visions of beauty which made the day a memorable one. The visit to the Forth Bridge on Saturday morning, enabling the members to appreciate the greatness of man's handiwork and the skill of the engineer, was a fitting contrast to the wonders of nature already referred to all too briefly.

The visits on the afternoons following each session were well attended and a hearty vote of thanks was paid to all our hosts on the various visits.

Following the reading of a very able Paper on "Railway amalgamation and its effect on the workshops," by Mr. E. J. H. Lemon, the Carriage and Wagon Superintendent of the L.M.S. Railway, on July 8th, a large party visited the Locomotive and Carriage Works of the London, Midland and Scottish Railway at St. Rollox. Special interest was taken in the progressive system of Carriage repair. The Locomotive repair shop is organised in a very modern way. Some of the latest automatic machines were much admired but the soda washing plant was most popular; no doubt with a view to future personal use.

After tea in one of the canteens the party proceeded to the Locomotive running sheds at Polmadie. Besides providing cover for about seventy locomotives there is a workshop for running and light repairs. One of the most interesting features was the electrically operated loading plant which was seen in operation.

Another large party visited the shipbuilding yard of Messrs. John Brown & Co., Ltd., at Clydebank, and were deeply interested in all they saw. A beautiful model of the new C.P.R. boat, the "Empress of Britain," was first admired and we then proceeded to the slipway from which the actual boat had been launched a few days before. The steamer is 730 feet long and of 42,000 tons gross tonnage, and as a point of interest it may be mentioned that eighteen tons of grease were used as a lubricant in launching her. We then went over the ship, which was being fitted up, and much admired her fine proportions and spaciousness. Two destroyers were also on the stocks and we were interested to hear that preparations were being made for the building of the gigantic Cunarder which is to wrest the blue riband of the Atlantic from the Germans and restore it to this country.

On Wednesday the delegates and their ladies were split up into three parties, one visiting the works of the North British Locomotive Co., Ltd., at Springburn, the second going to the Albion Motor Car Co. Ltd.'s works, at Scotstoun, which were described in our last issue, while a third paid a visit to Milngavie (pronounced "Mulgui") to inspect the George Bennie Railplane System of Transport. Thanks to the help of the London & North Eastern Railway Company, the experimental track is built over a side line of the railway and by this means a real demonstration was possible, and all the visitors who wished to do so were enabled to make a short trip on the railplane. Mr. George Bennie described the invention and showed its possibilities to a selected few and voiced his great indebtedness to the railway officials of the L.N.E.R. and the L.M.S. and to Mr. L. Mackinnon, the General Manager of the Corporation Tramways, for their valuable help and interest. We shall hope to give a description of this ingenious high-speed elevated railway in another issue.

A large number of the delegates took the opportunity of visiting the works of the Albion Motor Car Co., Ltd. After watching the manufacture of the various types of vehicles, the party had an opportunity of seeing a fully loaded 4-ton six-wheeled chassis put through its paces. Its exceptional springing was fully appreciated when it was driven over staggered concrete ramps and its great adhesion was shown by driving it through mud which came above the axles. After tea Sir Joseph Nall thanked Mr. Fulton for the opportunity of visiting such fine works, and for the way in which the party had been entertained.

Thursday afternoon was devoted to visits to the new motor garage at Victoria Road and the Coplawhill Car Works of the Glasgow Corporation Tramways.

The motor garage is exceptionally well provided with means, both for the general upkeep of the vehicles, and for any running repairs which may be necessary. The tyre repair shop and the brake testing apparatus were the two features which excited most interest.

The car works were also of very great interest as they showed very clearly the steps that are being taken to bring the tram car on to the same level as the motor bus as regards speed and comfort.

A visit was also paid to the factories of the Scottish Co-operative Wholesale Society at Shieldhall.

In this issue we give abstracts from the Papers on "The Economics of Port Development and Administration" by Sir George Buchanan, K.C.I.E., and on "Long Distance Omnibus Services—Their Place in the National Scheme of Transport" by Mr. W. J. Thomson, Managing Director, Scottish Motor Traction Co., Ltd. The first Paper, dealing with "Railway Amalgamation and its Effects on the Workshop" by Mr. E. J. H. Lemon, Carriage and Wagon Superintendent, London, Midland and Scottish Railway, could not, we felt, be abstracted in the space at our disposal. It must suffice to say that it dealt with a record of achievement in scientific reorganisation of workshop practice which may well be followed in many another industry with beneficial results. Mr. Lemon was justly congratulated on what has been accomplished and we can only say, if this be rationalisation, then it is a goal to be pursued with the utmost enthusiasm. A pertinent question was put to the author by Mr. W. H. Gaunt in the course of the discussion, viz., as to the effect on the workmen. It is unfortunately true that all improvement in methods, all economy in practice, and every introduction of new machinery tends to throw out of employment men who thereby become superfluous. In the same way the mechanisation of industry has the tendency to make the work of the individual more stereotyped, to narrow him down to a small groove and eliminate the highly skilled man. This too is true of all industry and is not peculiar to railway work, and what is lost in one direction is gained in another. As the President said, the displacement of labour, consequent on the introduction of new machinery, is compensated by the employment of new labour in making the machinery, and all factors must be taken into account in arriving at a right judgment of the subject.

A hearty vote of thanks was accorded to Mr. A. H. Roberts, Chairman of the Scottish Section; to the Joint Hon. Secretaries, Mr. R. Killin, C.B.E., General Superintendent, London, Midland & Scottish Railway, and Mr. L. Mackinnon, General Manager, Glasgow Corporation Tramways, who were indefatigable in their arduous work,

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and to all who had helped to make the Congress a success.

The vote of thanks accorded to Sir Josiah Stamp, as President, for his work as Chairman at the sessions, moved in well chosen words by Mr. Sidney Garcke, was received with acclamation and voiced the feelings of all the delegates who realised how much the personality of our President had conduced to the great success of the Congress.

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The Economics of Port Development and Administration.

SIR GEORGE BUCHANAN, K.C.I.E., the well-known consulting engineer and specialist in harbour, dock and river works and economics of transport, in the course of an able and interesting Paper entitled "The Economics of Port Development and Administration," said that for the purposes of his Paper he proposed to define economics as "the common sense way of doing what is best for the community at large, irrespective of vested interests, expediency and politics," any one of which was frequently the negation of common sense.

A port had been represented as a funnel through which the commerce of a country flowed, and a badly constructed, badly administered port could largely cripple the trade of the country or district it was designed to serve.

What constituted adequate facilities for the prompt despatch of steamers and delivery of goods was a question that must be settled at the port concerned, but, as a rule, it resolved itself into:—

(1). A deep well-buoyed and well-lighted channel extending from the sea to the entrance to the docks or wharves.

(2). Sufficient deep water wharf and quay accommodation, either inside docks or alongside a river or harbour front.

(3). An abundance of cranes or conveyors and ample shed and warehouse room.

(4). Ample railway and road connections to the interior and, where there is inland navigation, facilities for transhipment to river steamers or barges when and where required.

PORT ADMINISTRATION AND FINANCE.

After dealing with Port Construction, Sir George said that the economic success of a port depended on its administration as much as on its construction and trade and he suggested that by observance of the following broad principles, efficiency could best be obtained:—

(1). Whatever form of administration be adopted, the whole of the foreshores within the port area should be in the absolute control of the port authority.

(2). The Government of the port should be free from political influence of any kind.

(3). The administration should include representatives of the various bodies interested in the port's welfare.

(4). The port should be self-contained financially, and revenue should be expended solely on its maintenance and development, any surpluses being used for building up reserve funds, reducing port charges and extinguishing capital debt.

(5). Rates, dues, and charges should be uncomplicated, easily collected, and levied so that there is an even distribution of taxation. No portion of the community should be taxed for the benefit of another portion which pays no rates, the principle being rigidly adhered to that everything using the port must contribute towards its upkeep. At the same time it should be remembered that there is a limit to the capacity for payment by both ship-owners and merchants.

(6). Capital charges should be so adjusted as not to burden unduly either the existing generation or posterity, and adequate arrangements should be made for the ultimate amortisation of debt.

(7). It should not be forgotten that a port is never finished and that development should invariably be kept ahead of actual trade requirements.

(8). Labour must be handled wisely and treated with strict justice and impartiality.

Discussing the forms of port administration generally adopted in the British Empire, the author said that State control and aid, as opposed to State management, had much to be said in its favour, but on the other side of the question it must be borne in mind that with the resources of the State behind an undertaking, there was frequently a tendency to disregard the economic aspect, and, under pressure, to carry out works which might or might not, in the distant future, prove profitable to the State.

Whatever form of port control was adopted, the advantages of a close relationship between the ports and the transporting medium behind the ports, be it railway, river, or road transport, were so great that co-ordination by some common controlling authority was of the first importance. In the United Kingdom, power was given to the Minister of Transport to co-ordinate the working between railways and independent ports, and whilst at some ports which were not railway ports, a railway company operated the traffic within the port estate, under an agreement with the port authority, at most of the large ports there were exchange sidings where control was transferred from the railway company to the port authority, and the locomotives of the latter did the haulage inside the port estate. The Port of London Authority, the Mersey Docks and Harbour Board, the Clyde Trust, and the Tyne Improvement Commission were typical examples of British ports run on the lines indicated. They were free in the conduct of their affairs from any direct control by Government or party. When new schemes requiring additional borrowing powers were proposed, under their constitutions they must submit them to Parliament for criticism, but otherwise they were no more dependent upon Government than was a public company controlling its business under statutory rights.

REQUIREMENTS OF SHIPOWNERS.

Passing on to the subject of what shipowners wanted at a port, Sir George said that there were almost as many classes of ships as there were ports, but the aim of each was to turn the ship round as quickly as possible at the port, and, if possible, with a return cargo. From the shipowners' point of view he suggested that the ideal would be an adequate number of well equipped and well laid out large ports, each port possessing a natural harbour, a natural hinterland and adequate railway facilities. At this ideal port it should be possible to discharge whole cargoes and take in whole cargoes without removing the vessel from her berth. To satisfy the shipowners, the port authority could build docks and quays having ample depth of water to accommodate the largest vessels, the docks could be equipped with every possible labour saving device and warehouses provided of sufficient capacity for taking in an entire ship's cargo on one floor and have ready for shipment a cargo on another floor, but the one outstanding cause of delay was the human equation, viz., dock labour with its strict limitation of working hours per day.

BRITISH PORTS.

In no country in the world was port efficiency more essential than in the United Kingdom. In the first instance many of the ports were managed by the municipal corporations who were apt to regard them as useful contributors to the town revenues and to divert their funds to municipal purposes. Other ports were controlled by private persons or companies. Gradually the autonomous port trust evolved, and it was very many years since ports had been used as a taxing agency for purposes not connected with their own development.

There had been considerable discussion on the advantages to the public, and to shipowners, of trust ports and railway ports respectively. Obviously there was a great deal to be said in favour of a chain of railway owned ports and docks linked up with the general transport system of the country, and, having regard to the amount of capital invested in the railways as compared with that allocated to the ports (4.75 per cent. of dock capital to total capital of the four railway groups), it was perhaps not to be wondered at that railway companies were apt to regard the port more or less on the same lines as a railway station. He suggested that efficiency would be best promoted by the observance of certain essential conditions, viz:—

(1). A railway port should first and foremost pay its way in working expenses, interest on capital, and sinking fund and not be regarded merely as an ancillary undertaking to the railway system shewing, in many cases, an annual deficit on its working.

(2). Subject to the general control of the Directors and General Manager, a railway port or dock, or system of ports, controlled by a railway should be under the control of a port or docks manager with port experience as against railway experience.

(3). The requirements of ship owners and traders must be more considered than is often the case in a port which is the terminus for a railway and is controlled by the railway company.

Generally speaking he was of opinion that the ports of the United Kingdom were well managed but that more capital was required for their further development. Rationalisation of ports had not yet been taken in hand seriously but an enquiry on those lines might be beneficial.

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The author then dealt very ably with the Ports of India, South Africa, New Zealand and Australia.

THE BEST FORM OF ECONOMIC PORT ADMINISTRATION.

In conclusion Sir George Buchanan gave his personal opinion on the best form of economic port administration.

He said he was not in favour of nationalisation or State management and control. He was in favour of autonomous control by port trusts, as carried out in London and Liverpool and other great ports in the United Kingdom but, in the case of a new port under development, where the State had to advance the capital, he thought that the State should guide rather than control. On the one hand, the port should be allowed a free hand in all matters of detailed working. on the other, the port would consult the State on policy and important matters of development and the latter should exercise a beneficient supervision over port finance, but in no case should port revenues be incorporated with those of the State nor port funds be diverted for general State purposes. The State might well consider that in the public interest there should be some measure of control over the raising of loans for capital work, and such control as was exercised at present over the loan policy of Indian ports would be an advantage.

Generally speaking, however, the ports must be permitted to work out their own salvation.

Regarding railway companies' ports as opposed to State railway ports, he saw many advantages in such a form of control provided that the port was in its working arrangements and finance, kept a separate entity from the railway.

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Long Distance Omnibus Services—Their Place in the National Scheme of Transport.

"LONG Distance Omnibus Services—Their Place in the National Scheme of Transport" was the title of a paper presented by **MR. WILLIAM J. THOMSON, J.P.,** Director and General Manager of the Scottish Motor Traction Co. Ltd., in the course of which he said that a century ago we would seem to have lost the road as a potential factor in our lives, but at the beginning of this century, it entered upon an entirely new and more imposing phase of activity and usefulness. Those who had been associated with road transport from its inception would never cease to marvel at the change that those twenty-five years of motor vehicular development had wrought in our road conditions.

The motor omnibus or coach, following as it did upon the development and perfection of the motor car, had similarly to pass through the initial stages. Omnibus traffic had first to develop in immediate relationship to short distance requirements and demands, and the wonderful network of routes operating in this country to-day had only been achieved by an exhaustive and never ceasing study.

Routes on a more extended and more ambitious scale were bound to follow, but the leading operators most closely identified with the movement from its inception, approached the new development with a commendable degree of caution. The operation of a twenty or thirty miles route was inherently different from that of a 200 or 400 miles route. It was apparent to the leading companies that long distance routes presented an entirely new set of operating conditions, and within the last few years these had been carefully and cautiously examined and reviewed. The companies were not to be deflected from what they rightly considered to be their duty to the travelling public, by cheap, irresponsible or indifferent service or fare cutting or unreasoning competition or threats of competition. It had also to be kept in view that the leading companies, where possible, avoided encroaching upon each others sphere of operations, and long distance routes, run on what he considered efficient lines, could only be undertaken by mutual arrangement and harmonious relationship—the one company with the other.

It would be admitted that the leading companies had in recent years established omnibus services throughout the kingdom which compared favourably with the 'bus concerns in any part of the world to-day, and the promotion of new long distance routes would only be entered upon and operated along the most efficient and most careful lines in the light of a vast experience gained on the shorter routes.

By reason of the new development in omnibus service, they had virtually created a new class of traveller or sightseer or passenger—call him what they would—who only awaited the opportunity presented to him now of being comfortably seated in his own car, with his own driver and conductor, and inspired with an extraordinary sense of personal and actual possession which was entirely novel. He could not too strongly emphasise the view that here they had entered upon an entirely new phase in the world of travel.

THE RAILWAYS AND ROAD TRAVEL.

When dealing with the subject of long distance road travel and its place in the national scheme of transport, he thought it would be well to consider what effect other forms of travel, and particularly railway travel, were likely to have upon omnibus passenger traffic. To-day—and he spoke from a fairly intimate association with railway administrators in recent months—he was gratified to find that the railway mind was more closely in harmony with the road mind than he expected in such a short time. This augured well for the future, not only on account of the great financial interests involved but the welfare of the travelling public.

Could the railway companies cater for the class who wanted cheap travel even at the expense of time? In other words, could the railway companies effect a drastic reduction in fares to meet that class, and yet make ends meet?

It was generally admitted that the railways of this country were managed as efficiently as any in the world, and whilst there might be avenues of economy still unexplored, the achievement of economies sufficient to justify a general reduction in fares must necessarily tax the most acute minds in the railway world. The problem, it was admitted, was hedged around with difficulties, and doubtless was receiving the most careful consideration of the railway companies, but two questions, amongst many others, occurred to one's mind, namely:—(1) Can a reduction of fares be made on ordinary trains? (2) Can reduced fares be effected by special trains?

From the railway point of view he should think the first method, if practicable, would be preferable. It seemed to him that the railway companies in approaching the first question would naturally ask themselves—Would a reduction of fares be compensated for by a marked increase in the number of passengers, without adding materially to the costs? In considering that point he might take an instance that could readily be followed. Assuming that the railway companies reduced their Edinburgh-London fare from 99s. to 50s., they would require to carry nearly double the number of passengers they now carry to maintain their present gross revenue. Presumably their trains were carrying more than 50 per cent. of their capacity to-day, and this increase of passengers would therefore demand more rolling stock, more engine power, more collectors, attendants, etc. The costs would rise considerably in consequence, and it remained to be seen whether the companies could afford that.

In regard to the alternative, namely, reduction of fares by special trains, he supposed the railway companies would be justified in saying to themselves,—"We have the permanent way, we have the necessary buildings, plant, etc., and we have the organisation, all of which are now being paid for by the revenue from our ordinary train services. Any extra or special trains we put on will not require additional plant or staff other than the drivers and attendants of these special trains, therefore we can run these special trains at very low fares and still have a good profit." That seemed reasonable, although to his mind it presented a serious drawback, in that such a reduction in fares by special trains might deplete the revenue of the ordinary trains, and the question again arose, could the railway companies afford that?

He had briefly hinted at two of the many aspects of what was admittedly a difficult problem with which railway companies were faced to-day, and their solution would have an important bearing upon the future development of the leading omnibus companies. Should the railway companies find it possible further to reduce their long distance fares and make a profit, he for one—and he was speaking as a long distance road operator—would welcome it, as he was firmly convinced that it would add materially to the great and ever increasing volume of passenger traffic all over the country, both by rail and road. The desire on the part of the public to travel was greater, the urge was more insistent than it ever was, and it would increase with the passing of the years. Any improvements or economies, therefore, on the part of the railway companies were to be welcomed not only by road operators, but by the great travelling public whose interests both rail and road companies sought to conserve.

On the other hand, when considering the future of long distance travel by road, the question arose as to whether the bus and coach companies could afford to continue at their present fares. His own view, based on a long experience of the business, was that he saw no reason why the bus companies should not continue somewhere near their present fares. In saying so he knew that they were likely to be faced with

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increased costs in certain directions, the tendency being towards vehicles of luxury and refinement, but there was every likelihood of reduced costs in other directions. The steady improvements in the design of the vehicles and in tyres, coachwork and accessories, and economies in the manufacture, were likely to prove important factors in eventually running the services more economically.

THE FUTURE.

In connection with long distance travel, he thought he was justified in taking the view that the immediate future held great possibilities of expansion and development. For the time being the leading companies were wise in establishing on a sound and economical basis, main long distance through or non-stop routes, between certain well defined points, but the natural development from that would doubtless take the form of a certain number of limited stops at important points or junctions along the routes, whereby passengers would be able to break their journey and proceed from those junctions to other centres across country. In other words, he foresaw great highway lines, not only running north and south, but east and west, embracing a large area of our country with great potentialities for public service, convenience and accessibility. Such a development, beneficent and far-reaching in its consequences, could only be evolved out of a long experience on the part of the leading bus operators. The process would necessarily be gradual, as the expansion of main routes such as he had indicated could only be accomplished by the principal bus companies collaborating with one another. It would be seen that that was an essential factor if such a development was to take place on a sound basis and was to be free from unhealthy rivalry and overlapping. He looked forward to the future of long distance travel with no misgivings, but he could not too strongly urge the supreme importance of leading operators entering upon those further extensions with the utmost regard, not only for the public need, but the economic and efficient administration of the services. Unhealthy competition and inexperienced operations were to be deprecated. The bus business to-day called for the highest measure of skill and experience, technical, financial and administrative, and proposed new routes or extended services—however attractive they might seem—should only be promoted after the most careful deliberation and with unrelaxing vigilance.

He welcomed the recent co-ordination of road and railway interests. It was all to the ultimate good of the public, and that was the only true test and sure foundation of successful union. Such an amalgamation or co-relation of interests might seem to be on the face of it of a purely financial order, something arranged in the market place, or on the exchange—but the primary factor was the public weal and the public need—no other! According to the measure of public service so would a real and enduring union be achieved.

Sir Josiah Stamp had stated in no uncertain manner on the platform and in the public press that any fears of monopoly were both misinformed and groundless, that the combined experience of the management of omnibus concerns and railway companies should generally prove beneficial to the public.

He (Mr. Thomson) looked upon the further development of long distance road travel as in no sense competing with railway interests, but as a lively awakening of a new desire to travel.

They were only at the threshold of a great and far-reaching development in motor road transport in this country, and he believed the next twenty-five years would witness as many startling changes as they had seen in our time, in this respect.

Long distance travel by motor coach was but another name for "wider vision," a striking manifestation of the many helpful influences at work to-day, the faint glimmerings, let them hope, of the new dawn of a healthier and happier nation.

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First Dinner of the Scottish Section of the Institute.

ON Thursday evening, July 10th, a very successful dinner was enjoyed by the delegates, Mr. A. H. Roberts, O.B.E., presiding. He was supported by the President, Sir Josiah Stamp, G.B.E., and amongst those present were the Lord Provost of Glasgow, Mr. Thomas Kelly, J.P., Sir Hugh Arthur Rose, D.S.O., Sir Geo. Buchanan, K.C.I.E., and Lady Buchanan, Sir John Hunter, K.B.E., Sir David Mason, O.B.E., Sir John Reid, K.B.E., D.L., Sir D. M. Stevenson, Bt., LL.D., Sir Robt. Wilson, D.L., LL.D., J.P., Mr. T. Abbott and Mrs. Abbott, Mr. Ashton Davies, O.B.E., Dr. K. G. Fenelon and Mrs. Fenelon, Mr. J. H. Follows, C.B.E, M.V.O., and Mrs. Follows, Mr. S. E. Garcke and Mrs. Garcke, Mr. W. H. Gaunt, O.B.E., Mr. C. le M. Gosselin, Mr. A. Winter Gray, Mr. E. G. Guest and Mrs. Chris. Guest, Lieut.-Col. A. Hacking, D.S.O., M.C., Mr. D. Halliwell, M.B.E., and Mrs. Halliwell, Mr. R. Killin, C.B.E., J.P., and Mrs. Killin, Mr. E. J. H. Lemon and Mrs. Lemon, Major-Gen. S. S. Long, C.B., Mr. L. Mackinnon and Mrs. Mackinnon, Mr. R. M'Leod and Mrs. M'Leod, Mr. A. Newlands and Mrs. Newlands, Mr. J. B. Osler, Mr. J. Paterson, Mr. O. Glynne Roberts and Mrs. O. G. Roberts, Mr. A. H. Roberts, O.B.E., and Mrs. A. H. Roberts, Mr. D. Ross-Johnson, C.B.E., and Mrs. Ross-Johnson, Sir John S. Samuel, K.B.E., L.D., Sir Arch. M'Innes Shaw, C.B., D.L., Mr. C. E. R. Sherrington, M.C., and Mrs. Sherrington, Mr. H. W. Watson, C.B.E., M.V.O., and Mrs. Watson.

To the members, their ladies, and other guests from the South the evening was specially interesting, particularly to those who had never enjoyed a Scottish Banquet before. The menu, kindly explained by fellow guests, and the piping of the Haggis were much enjoyed.

The Royal toasts having been received with enthusiasm the toast of the

INSTITUTE OF TRANSPORT AND THE SCOTTISH SECTION

was proposed by Sir Hugh Arthur Rose, D.S.O. The President, Sir Josiah Stamp, replied in his usual inimitable way, blending gay and serious, light wit and deep thoughts together. In the course of his remarks he said that the Scottish area exhibited to the full all the problems and clashing of interests in modern transport. It had the extremes of dense and of sparse population, of short distance traffic and of very wide areas, of coast, canal and deep sea traffics, of competition by road, coastal and railway services; the tram and bus problems were also acute. The extent of these problems was also the measure of the assistance which the Institute of Transport, with its new atmosphere of co-ordinated study and facility for it, could render. The success of the Congress had been so great that he was led to hope for a great extension of membership in Scotland, and a real impetus to the study of co-operation and economic development.

Sir Josiah Stamp expressed the view that the past year had been one of material progress and re-shaping of policy for the public good, and the true economical use of the resources of the country. If the task were that of obtaining the benefits of competition between alternative resources to be chosen for particular tasks without waste and duplication of capital, then all parties could contribute towards this end without relaxing their energies in their own special fields.

The Papers before the Institute during the year had covered all fields—air, road, rail and sea, and the discussions at the Congress had been on topics so much to the fore in practical life as rationalisation of workshops and economy in use of stock; as the development of port facilities, and as the true place of long distance road services. These discussions had been of a very high order. A new literature on transport was being rapidly built up, and instead of lagging behind actual practice, now bids fair to be in advance of it.

The toast was received with enthusiasm.

The toast of "The City and Corporation of Glasgow" was proposed by Mr. S. R. Beale, Chairman of the Glasgow Chamber of Commerce, and replied to by the Lord Provost who said that Glasgow had good reason to be proud of its transport system and of its financial position. They were also proud of their electricity department which had just issued its accounts and showed a profit of £200,000 for the past year.

The toast of "The Chairman" was briefly proposed by Mr. D. Ross-Johnson, C.B.E., who spoke in high terms of his work as Chairman of the Scottish Section and in connection with the Congress.

Mr. Roberts, in reply, said the Section was only two years old and had only a few members at present, but they hoped as a result of the Congress to secure a large addition to their numbers. They had tried to follow the objects of the Institute as laid down by the President. He paid a tribute to the two honorary secretaries who had done all the work.

A few appropriate words were spoken by Mr. R. Killin and Mr. L. Mackinnon, both modestly giving the major credit to the other.

A very enjoyable Concert brought the evening to a close.

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The Royal Agricultural Show.

Since the War the Royal Agricultural Society's Show has varied much in its importance as an exhibition ground for road transport vehicles. In 1919 and 1920 it looked as though it would become of equal importance with the Commercial Vehicle Show, Olympia, but for various reasons, in this respect, sank into insignificance. Last year, at Harrogate, however, it showed signs of recovery, and this year it may be regarded as fairly representative of the industry.

It was opened on 8th July by H.R.H. The Duke of Gloucester in weather which at first appeared to be typical of Manchester, but which subsequently cleared and was all that could be desired. For a 10s. day the Show appeared to be well attended though the attendance was certainly not all that could be desired.

The class of vehicle which dominated the exhibition was, no doubt, the agricultural tractor type, some of which were designed for purely agricultural purposes, whilst others were more universal in their application. Amongst these we noticed the Rushton tractor, by the Rushton Tractor Co. (1929), Ltd., a universal machine for hauling or driving agricultural implements or machinery and for road haulage and generally versatile in its application. Then Agricultural and General Engineers, Ltd., were showing a very comprehensive range of tractors suitable for many purposes. These included the Aveling & Porter crude oil tractor, the Blackstone crude oil tractor, the Peter Brotherhood petrol-paraffin tractor, the Garrett "Suffolk Punch" steam tractor, and Vickers tractor by Vickers (Crayford), Ltd. Marshall, Sons & Co. were showing a crude oil tractor. The Ford Motor Co. showed a Fordson tractor, and J. and H. McLaren, Ltd., showed diesel oil tractors. Latil Industrial Vehicles, Ltd., made their well known 4-wheel drive, 4-wheel steering and 6-speed gear tractor the feature of their stand.

Many of the above tractors were shown on various stands. They appear to us to be intended rather for the overseas market than the home market. It is very noticeable that the at one time familiar 5-ton steam tractor has now become a thing of the past, though Wm. Foster & Co., Ltd., were showing a 5-ton Wellington compound tractor on rubber tyres.

Motor Coaches.

The Royal Show appears to be growing in importance as an exhibition centre for passenger vehicles. The makes included were as follows:—The Albion Motor Car Co., who were showing a 32-seater bus on an overtype "Viking Six" chassis with forward control and 36/90 h.p. 6-cyl. engine; Morris Commercial Cars, Ltd., a 32-seater service bus; Dennis Bros., Ltd., a 20-seater parlour coach and a 32-seater saloon bus, both excellent examples of this famous firm's products; Bean Cars, Ltd., were showing an 18-seater coach; A.E.C. were showing a "Regal" 30-seater long distance coach sold to the Manchester Coachways, Ltd., and also an 80 h.p. A.E.C. English Electric 60-seater double-deck trolley bus; Lookers, Ltd., were showing "Commer" and Chevrolet coaches, 14 and 18-seaters respectively; Maudslay buses and coaches were being shown on the stand of Leach & Seed, of Manchester. The Vulcan Motor & Engineering Co. were showing a "Duchess" 26-seater coach; John I. Thornycroft & Co., Ltd., were showing an exceptionally fine saloon bus on an F.C. "Forward" 6-wheel chassis, the bodywork being carried out by Strachans. The chassis has a 6-cyl. 41/80 h.p. engine, vacuum servo brakes on all wheels, electric lighting and starting. Price, £1,480; Leyland Motors, Ltd., exhibited a single-deck bus on a "Tiger" chassis with 38.4 6-cyl. engine unit construction with gear box. Dewandre operated 4-wheel brakes, 38 in. by 8½ in. balloon tyres, single front, twin rear.

Cattle Trucks.

Various manufacturers had given considerable attention to the design of vehicles intended for the transport of cattle. Amongst these we noticed that of the Eagle Engineering Co. who were showing a three-deck trailer for the transport of lambs, etc., which could be converted into a two-deck vehicle for sheep or a one-deck vehicle for cattle, the various decks being raised or lowered by a winch gear. Lookers, Ltd., were showing both Chevrolet and Commer cattle trucks, and Dodge Bros. a vehicle of the same type. Vulcan Motor & Engineering Co. were showing a 50-cwt. forward control chassis with cattle body. Bean Cars, Ltd., also showed a cattle truck.

Horse Boxes.

Dennis Bros. were showing a very useful 4-horse box, mounted on an E.B. bus chassis, with groom's compartment and lockers for saddlery and fodder. Vincents, who specialise in horse boxes, had on view excellent examples of this type of vehicle, as had also the National Motor Horse Box Co., Ltd., who were showing a two-horse box on a Ford chassis. Willys Overland Crossley also were showing a 2-horse box.

Motor Vans.

Motor vans were shown on many stands including Chrysler Motors, Ltd., who were showing a "Fargo" 15-cwt. delivery van; Morris Commercial Cars Ltd., a 35/40-cwt. van; the Vulcan Motor & Engineering Co. a 30-cwt. van; The Albion Motor Car Co. were showing a 20/36 h.p. chassis with a van body with roller door at the back. The advantage of this type of door is that no space is required for opening and closing as is the case with hinged doors. It is very convenient for backing into bays. This van was built to the order of W. J. Brooks and Sons, Ltd., biscuit manufacturers, Manchester.

Dennis Bros., Ltd., were showing a 30-cwt. van on a standard 30-cwt. goods chassis. It had fully enclosed cab, normal control, 4-cyl. engine of 36 b.h.p., and 4-speed gear box unit with engine and overhead worm driven rear axle.

Lookers, Ltd., exhibited a "Commer" 2½/3-ton chassis fitted with a tilt van body. Bean Cars, Ltd., were showing a 40/45-cwt. van on a forward control chassis with a 51 h.p. 4-cyl. engine, 4-speed gear box, fully floating rear axle, 5-lamp lighting set, etc. Willys Overland Crossley, Ltd., were exhibiting a 2-ton van on a "Manchester" 22.5 h.p. chassis.

Motor Lorries.

The Albion Motor Car Co., Ltd., were showing a 5-ton lorry mounted on pneumatic tyres. It was fitted with a 35/55 h.p. engine, had forward drive and fully enclosed cab.

Saurers, through their agents, J. Blake & Co., Ltd., showed a 6-ton petrol lorry and also a 7/8-ton heavy oil engined lorry.

Leyland Motors, Ltd., were showing a "Badger" 50-cwt. chassis with a 25.6 h.p. engine, 4-cyls., with overhead valves, 4-speed gear box with central change enclosed cab and goods body. A "Beaver" 70-cwt. model with 28.9 h.p. engine, pneumatic tyres and fitted with a tipping body. The tipping gear is the Scania-Vabis, which makes its appearance in this country for the first time. It is of the hydraulic type with two plungers. At the head of each plunger is a sprocket wheel over which passes a chain fixed at one end to a frame cross member, and at the other an arm attached to the body. There was also a "Bison" 90-cwt. lorry with a 33.5 h.p. engine, enclosed cab and pneumatic tyres.

A particularly interesting exhibit on the Dennis stand was their new 12-ton 6-wheel chassis with 6-cyl. engine of 40/100 h.p. The vehicle was built to the order of C. & G. Yeoman, road transport contractors, of Canterbury, for their London & East Kent express service. The vehicle has a body length of 24 ft. and a width of 7 ft. inside measurements.

Vulcan Motor & Engineering Co. (1906), Ltd., showed amongst other exhibits, a farmer's 30-cwt. lorry, a 30-cwt. chassis with tipping body, and a 70-cwt. detachable sided lorry.

Latil Industrial Vehicles, Ltd., showed their N.P.5.L.L. type 5-ton low loader with front wheel drive; a 5-ton tractor with trailer (articulated 6-wheeler), and a 10-ton 4-wheel drive tractor lorry.

John I. Thornycroft & Co., Ltd., were showing a 5/6-ton 36/60 h.p. chassis with 40 in. by 8 in. pneumatic tyres and hinged-sided body, and a 3-ton rigid six-wheeler with 22/40 h.p. engine, being the W.O. subsidy type chassis fitted with hinged-sided body and tailboard.

Morris Commercial Cars, Ltd., were showing a 1-ton chassis with tipping body, a 6-wheel bulk capacity truck, a 50-cwt. "Leader" truck, and a 12-ton 6-wheel truck, also a 30-cwt. chassis with tipping body.

The Associated Equipment Co. had on view a 7/8-ton lorry, for Knowles & Son, of Bolton, mounted on a "Mammoth" chassis which has a 6-cyl. engine with overhead valves. The wheels are shod with 42 in. by 9 in. pneumatic tyres. The platform is 20 ft. long and the

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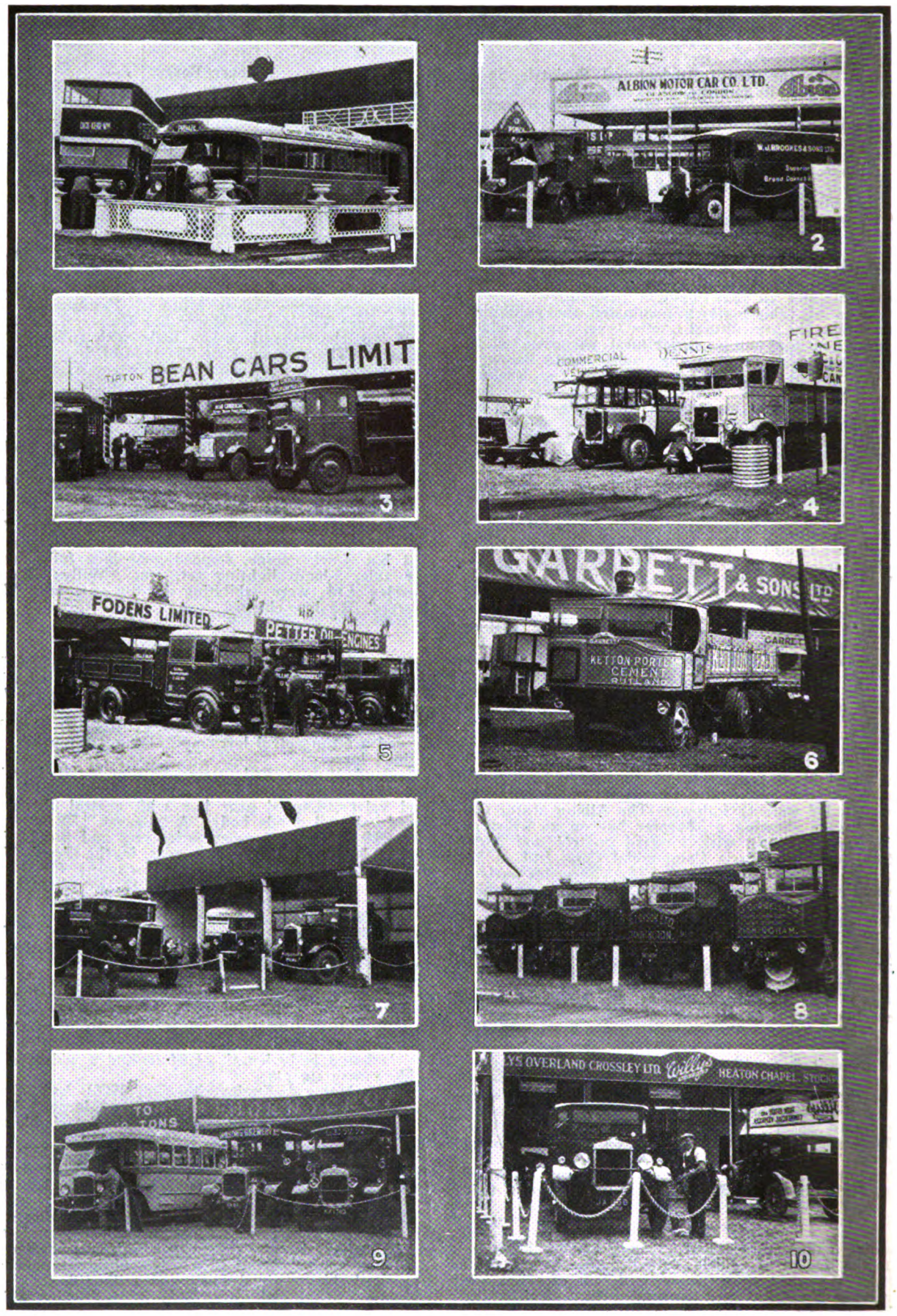

Photos.] AT THE ROYAL AGRICULTURAL SHOW. [World's Carriers.

1. A.E.C. Motor Coach and Double-decker.
2. Exhibits by the Albion Motor Car Co., Ltd.
3. Bean 30-cwt. truck and 4-ton Lorry.
4. Dennis vehicles to the fore.
5. Sturdy "Foden" products.
6. The "Garrett" Wagon.
7. Leylands make attractive display.
8. Four "Sentinels" on guard.
9. Fine examples of "Thornycroft" vehicles.
10. Fine exhibits by Willys Overland Crossley, Ltd.

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wheelbase 16 ft. 7 in., obtained by adopting the forward drive. It was sold to the Stockport Co-operative Society. There was also a "Monarch" with a flat platform body. This chassis is very similar to the "Mammoth" but has a 4-cyl. engine.

Bean Cars, Ltd., showed a 50-cwt. tipper with a 4-cyl. 51 h.p. engine, 4-speed gear box, wheels shod with 36 in. by 8 in. tyres. A flat platform lorry of 4-ton capacity with 62 h.p. engine and 36 in. by 6 in. pneumatic tyres. Also a 30-cwt. truck with 46 h.p. engine and 4-speed gear box.

Kerr, Stuart & Co. were showing two of their diesel engine lorries. The engine develops 72 h.p. and is capable of running on crude oil at 4d. per gal., and the working costs are stated to be no more than 6d. per vehicle mile. One of these vehicles was fitted with a flat platform body and the other with a 3-way tipping body. The latter was sold to J. Beresford & Sons, Ltd., of Tunstall (haulage contractors). Kerr Stuarts' diesel engined lorries have now covered no less than 100,000 vehicle miles.

"Commer" lorries, exhibited on the stand of Lookers, Ltd., included a 2-ton drop-sided lorry and a 6/7-ton drop-sided lorry priced at £535 and £1,081 10s. respectively. On this stand also were a Chevrolet platform lorry, £224, and a Chevrolet chassis with tipping body, £244.

Maudslay lorries were to be seen on Leach & Seed's stand, one being a 7/8-ton chassis with flat platform body and the other a 10-ton, 6-wheeler also with flat platform body.

Willys Overland Crossley exhibited a 6-cyl., 30-cwt., 25/35 h.p. tipping lorry.

STEAM WAGONS.

Fodens, Ltd., exhibited four of their machines, one being a 6-ton standard type sold to the Northampton County Council, being the 4th repeat order. A second exhibit, consisting of a 10/12-ton rigid 6-wheeler, was sold to Hillhead Quarries, Buxton, and there was also a standard tractor. In addition there were two "Speed Six" lorries, one being sold to Messrs. Griffiths, building contractors, Whitchurch, and the other to W. J. King, quarry owner, Bishops Lydeard, Taunton.

"Sentinel" Waggon Works, Ltd., had four exhibits, as follows:—A model D.G.6 rigid 6-wheeler with 20 ft. by 7 ft. body, sold to A. J. Gupwell, transport contractor, Park Street, B'ham. A similar vehicle but fitted with a 22 ft. by 7 ft. 6 in. platform body sold to the Yorkshire Dyeware & Chemical Co., Ltd., Dewsbury. A model D.G.6 12-ton capacity lorry, rigid 6-wheeler, for the Hillhead Quarries, Buxton, and finally, a double-geared 4-wheeled, 3-way tipping waggon, fitted with a steel lined body sold to J. & J. Dyson, Ltd., Stannington.

Richard Garrett & Sons, Ltd., were showing two rigid 6-wheel vehicles, one being for Harber Bros., haulage contractors, Swanley, Kent, and the other to Thos. Ward, of Sheffield, for the Ketton Cement Co.

The Yorkshire Patent Steam Wagon Co. exhibited a 10/15-ton rigid 6-wheeler with pneumatic tyres, 42 in. by 9 in. This vehicle has a 2-speed gear and double shaft drive to the two bogie axles.

John Fowler & Co., Ltd., were, amongst exhibits including steam and heavy oil road rollers and agricultural machinery, showing for the first time a "roadless" trailer with "Orolo" tracks. The track units are of the girder type which lock themselves to a predetermined radius. The stress due to vertical load is completely removed from the track pins which hold the links together, therefore, the life of the track is considerably increased. The trailer was shown loaded with a 5/6-ton log of timber. Also a 5/6-ton pneumatic tyred trailer was being shown.

Road Traffic Bill.
Considered on Report.

THE Road Traffic Bill, as amended in the Standing Committee, was considered on Report in the House of Commons on July 4th.

Sir H. Samuel suggested that after the Bill had been passed the Home Secretary should issue a circular to the police expressing a desire that summonses issued against motorists should state precisely the charges that were to be made against them.

The Minister of Transport said that the Under-Secretary of the Home Office had told him that a circular of the kind suggested would be issued to the police.

On Clause 3 (Prohibition of motor vehicles not complying with regulations as to construction, etc), the Minister of Transport moved the deletion of the proviso by which it was proposed that a motor vehicle should be exempted from complying with the regulations if the regulations were made during the 12 months immediately preceding the date on which the vehicle was registered, or at any time thereafter. He moved to substitute a proviso by which exemption for not less than five years shall be granted to any vehicle registered before the expiration of one year from the making of the regulations. He said that this was a compromise with the interests concerned.

The amendment was agreed to.

THE SPEED LIMIT.

On Clause 10, which fixes new speed limits for heavy vehicles and abolishes the speed limit for private cars, Dr. Salter moved an amendment to fix the speed limit for private cars at 35 miles an hour.

The Minister of Transport said he recognised that the abolition of the speed limit in the case of light cars was a serious step to take and that he had to justify it. In his opinion the speed limit had broken down. The police had the instinct not to enforce a law which was out of date and against public opinion. If they got it into the head of the average motorist that 35 miles an hour was what Parliament normally contemplated, that motorist would feel that 35 miles was the normal speed to aim at. This problem was to be solved, not so much by compulsion as by education and the inculcation of a social conscience. He was anxious that the motorist's mind should be concentrated on what was careless and reckless driving in the circumstances of the case, and he hoped that, in clear cases, magistrates would not hesitate to be severe in their penalties and disqualify dangerous drivers from driving.

The amendment was negatived.

Further discussion on the Bill took place in the Commons on July 10th when the House completed consideration of all the clauses up to and including Clause 75.

Mansion House Association on Railway and Canal Traffic.

SPEAKING at the forty-ninth annual meeting of the Mansion House Association on Railway and Canal Traffic, held in London, on June 20, Major-General S. S. Long, C.B., M.Inst.T., reviewed the leading events of the past year as they affected transport users, and dealt particularly with the situation respecting the Road Traffic Bill.

Because of the onerous official responsibilities now falling on him, General Long sought to be relieved of the Presidency of the Association. There was a strong desire, however, to retain his leadership in whatever degree he could manage to afford it. Major-General Long and Mr. W. H. Gaunt, O.B.E. (Distribution Manager, J. Lyons & Co. Ltd.), were, therefore, unanimously elected Joint Presidents. Mr. R. E. Morley (Traffic Manager, Bryant & May Ltd.), was appointed Chairman of Committees. Cordial thanks were tendered to Mr. William Oldham (Traffic Manager, Vacuum Oil Co. Ltd.), for his services as honorary secretary, and he was unanimously desired to continue so to act. Mr. E. A. Hilder (Traffic Manager, McDougalls Limited), was again appointed honorary treasurer, and an influential executive council was re-elected.

Forthcoming Events.

July 22nd to 25th.	Dumfries.	Highland Agricultural Show
July 23rd to 25th.	Carnarvon.	Royal Welsh Show.
Sept. 16th to 19th.	Ardington nr. Wantage.	World Agricultural Tractor Trials.
Sept. 24th to 26th.	Harrogate.	Conference of the Municipal Tramways and Transport Association.
Oct. 2nd to 12th.	Paris.	Motor Exhibition.
Oct 6th to 11th.	Washington, U.S.A.	Sixth International Road Congress.
Oct. 13th.	London.	Institute of Transport. Presidential Address.
Oct. 16th to 25th.	London.	Olympia Motor Show.
Nov. 6th to 16th.	Berlin.	International Motor Exhibition.
Nov. 7th to 15th.	Glasgow.	Scottish Motor Exhibition, Kelvin Hall.
Nov. 10th.	London.	Institute of Transport. Annual General Meeting.
Dec. 6th to 17th.	Brussels.	Motor Exhibition.
Dec. 8th to 12th.	London.	Smithfield Club Cattle Show. Royal Agricultural Hall.

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C.M.U.A. Council in Manchester.

N.W. Division as Hosts.

MEMBERS of the North Western Division of the National Council of the Commercial Motor Users Association were guests of the North Western Division at a luncheon given at the Midland Hotel, Manchester, on 18th June. The meeting of the Council was also held at the hotel and members of the divisional organization were invited to attend.

Mr. R. W. Royle, M.Inst.T., presided at the luncheon, the principal guests including Mr. C. le M. Gosselin, M.I.A.E., M.Inst.T., President of the Commercial Motor Users Association, Major-General S. S. Long, C.B., M.Inst. T., Mr. R. W. G. Barnett, Sir George Etherton, O.B.E. (Clerk of the Lancashire County Council), and Mr. F. G. Bristow, General Secretary of the Commercial Motor Users Association.

The chairman in welcoming the National Council, spoke of the importance of the Lancashire territory in the business and transport of the country. Within 30 or 40 miles of Manchester where there were located many big and important towns and cities, he believed there was a bigger proportion of commercial road transport vehicles than in any other part of the country. He called to mind a decade or two ago when it was thought to be a very great feat for one member of the organization who was a pioneer in road transport, to collect cloth which had been taken off the looms at one of the mills on the Saturday afternoon and convey it to the Manchester docks for shipment the same day. To-day it was quite commonplace for goods to be loaded on to road wagons at the mills and instead of being taken to the Manchester docks for shipment to Glasgow or London, to send them through to destination by road. To-day everybody appreciated the value of motor transport in reducing delivery costs.

Coming to association affairs, Mr. Royle said the North Western Divisional Council very much appreciated the labours of the National Council in their manifold activities, but particularly in regard to weak and restricted bridges and those who were engaged in road transport were now bold enough to hope that better times were in store for them. The Road Traffic Bill would throw more burdens both on operators of transport and on the adminstrative authorities.

Sir George Etherton, O.B.E., who proposed the toast of "The Association" was reminiscent of the circumstances in which he first came into touch with the C.M.U.A. It was in connection with the Mersey Tunnel, and in the promotion of legislation to carry that scheme into effect it was not unnatural, that some interests should not see in it anything likely to add to their profits. It was then that he alighted upon Mr. Gosselin and Mr. Bristow, from both of whom he learned a great deal of the difficult problems which besetted the transport industry aand obtained much valuable statistical information on traffic matters which proved of very great service. In Lancashire at the present moment the County Council was spending, during the current financial year, no less than £3,500,000 on schemes connected with the maintenance and the improvement of roads, the construction of new arterial roads and the like, and also were directing attention to the urgent necessity for reconstructing and rebuilding weak bridges. Then there was a question of almost equal importance, viz., the elimination of level crossings which were a great hindrance to all motor users. In the county they were getting rid of two such bad crossings at the present time.

In his opinion it was an utter fallacy and illusion to imagine that the cure for unemployment was to be found by the provision of public works provided by public money and it was, therefore, necessary to look for the cure in other directions and he would suggest that the direction in which to look for it was the concentration of the efforts of men of goodwill, irrespective of party, on the revival of home and foreign trade so as to put into play, our mills, factories and mines.

Sir George admitted the difficulty of finding practical schemes for the relief of unemployment and thought that some consideration should be given to land drainage and the policy of encouraging small holdings.

"He regarded the Road Traffic Bill as a very bold attempt to solve a very difficult problem." No doubt there were amendments which motor users would consider desirable, but taking the Bill as a whole, he thought it was well worthy of the support of local authorities and those who were engaged in trade and transport.

Mr. C. le M. Gosselin, M.I.A.E., M.Inst.T., President of the C.M.U.A., said everyone would appreciate the hard work and skill that had been put in by the County Council authorities to make the task of road transport lighter than it had been.

The Road Traffic Bill for which vehicle owners had been waiting for many years had been put before them. Road transport was a growing industry. It had stepped into manhood, its energies were greater and it expected to enjoy a larger measure of liberty. One striking thing about the new Bill, both in regard to the new regulations and the old ones which would be re-enacted, was that the penalties were going to be increased fourfold. The whole purpose of the Bill was to try and work road transport into a general scheme of national organization. In order to do that the promoters of the Bill had found it necessary not only to enforce the old regulations with greater stringency than ever before, but they were proposing to introduce new limitations on the road users activities. To carry out the regulations meant increasing the cost of operation. It would be necessary to set up more officials and that meant adding to the costs of trade and industry.

Mr. Gosselin thought it absolute madness in a period of depression such as they were now experiencing, to add to the financial burdens of those who were responsible for carrying on the trade of the country. One thing alone in his humble judgment would help towards a solution of current trade difficulties, i.e., cut down expenses. The time had arrived when we must study economy. Whenever they found legislation being passed which would limit their activities or prevent them giving proper facilities to the public or would add to the cost, it was the duty of all concerned to oppose such legislation, not from any partisan or political point of view, but because they were custodians of a public service. If the opposition to the Road Traffic Bill was to be made effective, they must have the backing of a big proportion of the commercial motor vehicle users of this country. They had in their midst, a large number of people whom he might describe as ancillary users, owners of works, fleets, etc., who were inclined to think they could leave the opposition in the hands of those who were exclusively engaged in the haulage business. Now was the time for every one to put his shoulder to the wheel; now was the time, to-day was the hour.

Major-General S. S. Long, C.B., M.Inst.T., Chairman of the Transport Committee, Federation of British Industries, in proposing "The Trade and Commerce of Lancashire" referred to the Washington Hours Convention. This was a most dangerous piece of legislation which would only push them, as business men, deeper into the mire and make the chances of recovery from the present-day depression, even more remote.

Mr. C. B. Nixon, Deputy Managing Director, Leyland Motors Ltd., who replied said his firm was trying hard to develop their overseas trade, and had established direct branches in several of the overseas dominions, the most recent being in South America and India.

Mr. Rudd (Treasurer of the C.M.U.A.), proposed a vote of thanks to the chairman, Mr. R. W. Royle and paid tribute to his competence and rapid rise in the transport industry.

Mr. Royle briefly replied.

"Unilateral" Traffic Signs.

THE Automobile Association has introduced a new type of road sign for cities and towns where traffic congestion is acute. "Unilateral" traffic provides that vehicles shall take up and set down passengers, or remain for a reasonably short period, on one side of the road only on one day, and on the opposite side on the following day. This, it is contended, has the effect of concentrating standing traffic and preventing obstruction of through traffic. With the assistance and co-operation of the Chief Constable of Derby the Automobile Association is erecting its new signs in Irongate, Sadler Gate, St. James's Street, and East Street (Derby). The sign measures 20 in. by 12½ in., and in the top section appears the word "Unilateral" in large letters; the signs are supplied in pairs, on one of which follows the words—"When the dates are even please pull up this side," while the other bears the words —"When the dates are odd please pull up this side." It is claimed that the principal advantage of the "Unilateral" traffic system is that it enables motorists to remain for short periods near shops or places of business with a minimum of congestion and obstruction to other traffic.

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London Cart Horse Parade.

THE Fortieth Annual Parade of Cart Horses, held in the Inner Circle, Regent's Park, London, on Whit Monday, June 9th, under the auspices of the London Cart Horse Parade Society, was probably one of the best in its history. Not only were there 802 entries as against 739 last year, but the quality of the turnouts reached a much higher standard than hitherto—a fine tribute to the excellent work of the Society. It showed also that in spite of the increase in the use of motor vehicles the horse is again coming into its own for local work with twenty-five years continuous service in the same firm were also awarded. The premier prize, the Isabel Constable, of £3 10s. was awarded to Mr. William Grant for 50 years service with John Mowlem & Co., Ltd. Five premiums of 20s., seventeen of 10s. and thirty-two of 5s. each were also awarded.

The veterinary inspectors included Mr. J. W. McIntosh, F.R.C.V.S., Mr. Henry Gray, M.R.C.V.S., and Mr. Stanley Broad, M.R.C.V.S.

Immediately after the judging the usual luncheon was

Photos.] LONDON CART HORSE PARADE. [World's Carriers.

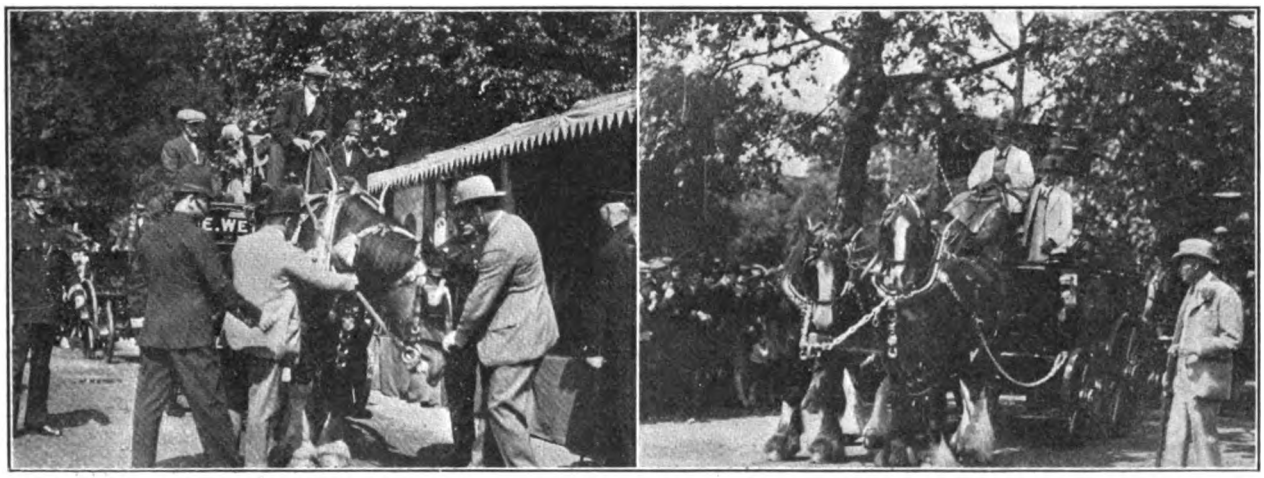
LEFT: A TURNOUT BY JOSEPH H. TURNER WINS A FIRST PRIZE. RIGHT: LADY JACOB PRESENTING A PRIZE TO A SUCCESSFUL COMPETITOR.

short journeys and frequent stops, for which purpose the horse is still regarded as the cheapest and most economical form of transport. The event attracted a huge crowd of interested spectators who had assembled to witness the judging and subsequent march past of prize winners. The Judges comprised Mr. Cecil G. Argles, Mr. Nigel C. Colman, M.P., Lieut.-Colonel P. Laurie, C.B.E., D.S.O., Major-General Sir John Moore, K.C.M.G., C.B., Mr. F. J. Rawle, Brigadier-General Rome, D.S.O., Major Maurice Tomlin, Major C. B. Toms, C.B., O.B.E., Lieut.-Colonel Sir Hugh S. Turnbull, K.B.E., and Major-General Geoffrey H. A. White, C.B., C.M.G., D.S.O.

held in the pavilion of the Royal Botanical Society, Sir Walter Gilbey, Bart., President of the Society, presiding. The guests included Field-Marshal Sir Claud Jacob, G.C.B., and Lady Jacob.

Lady Jacob distributed the prizes at the subsequent parade of prize winners.

All drivers of cart horses within the Metropolitan Police area are eligible to compete at these parades, and the judges in making their awards, take into consideration each turnout as a whole—horse, van, harness and general appearance—and due regard is paid to the nature of the trade or business of the competitor.



Photos.] LONDON CART HORSE PARADE [World's Carriers.

LEFT: LIEUT.-COL. LAURIE JUDGING A TURNOUT BY E. WELLS & SONS. RIGHT: SIR WALTER GILBEY ADMIRING A CHAMPION PAIR.

The special class for novices, for which 27 turnouts entered, was judged by Mr. George Stewart.

Special premiums and medals were awarded by the Shire Horse Society and the Suffolk Horse Society, Mr. B. J. Dare, Mr. Richard Forshaw, Mr. Arthur Smiles, and Mr. Hirby Ward officiating as judges for the Shire horses and Mr. Sam Woodiwiss for the Suffolks.

Special premiums for long service and good character for drivers appearing in the parade having not less than

The prize fund is furnished solely from the subscriptions, and is awarded without any deduction in respect of the expenses of the parade. At the last parade a sum of £515 was awarded to 740 drivers.

In the course of the past 39 parades 26,884 horses have been examined by the judges and cash prizes amounting to about £12,995, in addition to silver medals, diplomas, brasses, etc., have been awarded to the drivers.

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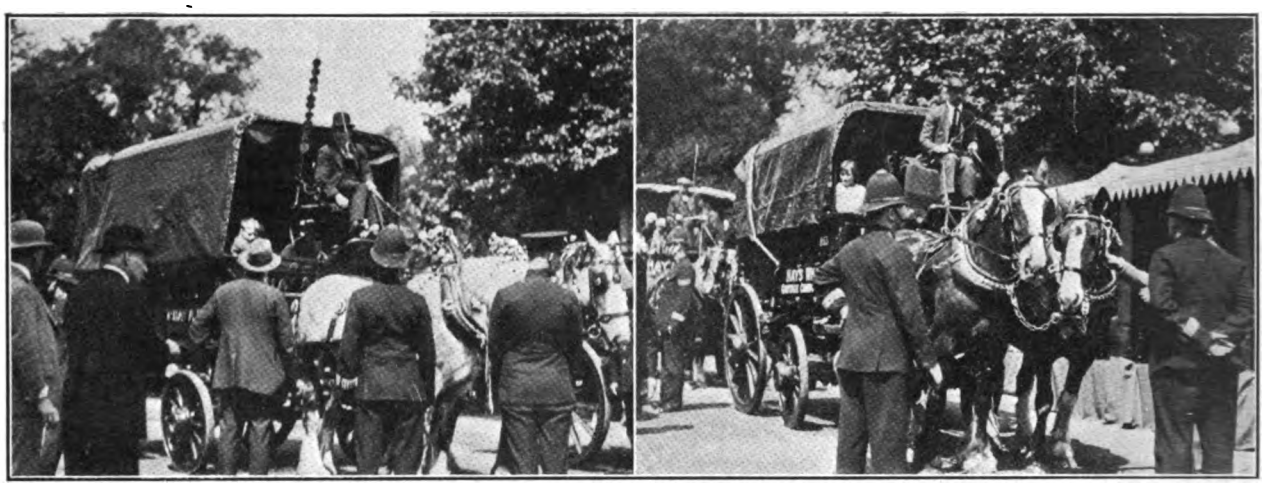
The increasing number of entries and the higher quality of the turnouts with its consequent increase in the amount of prize money distributed each year, is a drain upon the Society's resources. The Society is in need of greater financial help. In view, therefore, of the valuable work accomplished by the Society in furthering the welfare of London's cart horses, the financial help of all horse lovers is solicited. The Secretary will be pleased to receive donations. The offices of the Society are at 12 Hanover Square, W.1.



Photos.] LONDON CART HORSE PARADE. [World's Carriers.
LEFT: CHAS. A. WELLS' PAIR ATTRACTS ATTENTION. RIGHT: ENTRIES BY HAY'S WHARF CARTAGE CO., LTD.

New Haulage Contractors Association.
Details of Lancashire Development.

ANOTHER new motor haulage contractors association which is now being registered under the style of "The National Haulage Owners Association Ltd." is about to be launched.

All the preliminary work has been in the hands of Messrs. E. Turner and Co., of Prudential Chambers, South Parade, Rochdale, who state:—

"It has so far only been possible to approach contractors in the north, but the response has been so great that we are confident that the success of the Association is assured. A conference of haulage contractors in London and the south is being held as quickly as possible and it is hoped that the support given in Lancashire and surrounding districts will be equalled all over the country.

"On examination of the conditions applicable to the present day haulage contractors it is obvious that only an organization on these lines can save them from complete destruction, and it is confidently expected that this Association will ultimately become so strong as to make contracting once again worth while. The Association will consist solely of, and be run solely by, the members, and although difficulties may arise, these have not been overlooked in the formation of the Association.

"The Association's first offices are in course of being opened in Manchester and London, and other offices in other districts will afterwards be opened as quickly as possible."

Here is a brief outline of the proposed scheme for a National Haulage Owners Association:—

Each member to take up one 10s. share for each ton of registered tonnage of each vehicle registered by him with the Association, six shares to be the minimum number of shares for each vehicle. Only owners of haulage vehicles to be eligible for membership.

Members only to enjoy the benefits of the Association in respect to each vehicle registered and in respect to which vehicle, shares have been taken up.

Each vehicle to be registered with the Association according to its registration number, engine number and registered tonnage.

Upon ceasing to own a vehicle registered with the Association the shares owned in respect to such vehicle to be transferred to another vehicle of the same owner, if of larger tonnage, the necessary balance of shares to be taken up.

Should a member become undesirable in the opinion of the Board, he shall transfer his shares as desired by the directors, upon payment of the amount paid up on his shares, less 10 per cent. thereof.

The members being shareholders of the Association will participate in the profits made by the Association.

It is intended that the Association should pay the members the amount charged for work done by them, less 10 per cent.

The Association will invoice all accounts to customers and will pay each month the members for the work done by them, less the 10 per cent. previously mentioned, and members will thus be insured against bad debts.

It is intended to open offices first in Manchester, Birmingham and London and possibly Hull and Liverpool, and to extend to other centres as rapidly as possible.

The drivers of vehicles registered with the Association will book in at each office upon arrival in that centre, and will be allocated work in rotation. It is intended to maintain the same vehicles on the same services or routes.

Rates will, where possible, be fixed by the board and members of the Association will be notified of same.

Each member will be supplied with a badge for each vehicle registered by him.

Arrangements to be made for each vehicle to be inspected periodically on behalf of the Association at a small fee, and if not considered suitable, the Board may cancel the registration in respect to such vehicle.

It is intended that the Association should purchase goods on behalf of the members, a small commission only being charged by the Association. The Association will, where advantageous, enter into contracts with customers for haulage.

As soon as possible the Association will at the lowest possible cost undertake the following:—insurance; members hire-purchase arrangements; legal assistance; audit; accountancy work and income tax services by accountants to the Association; provision of garaging for members vehicles; repairs to members vehicles; installations of petrol pumps; purchasing on behalf of members, including vehicles.

Heavy Industries Fair—Birmingham.

A NUMBER of important developments, we are informed by the Birmingham Chamber of Commerce (Inc.), are being introduced into the organisation and planning of the Heavy and Hardware Section of the British Industries Fair to take place in that city from February 16th to February 27th next. Letting of stand space has proceeded rapidly since the closing days of the heavy display a few months ago. Service to exhibitors in the arrangements for their displays has been considerably increased by a new zone system, introduced within the last few weeks, covering the whole of Britain. From now onwards direct representatives of the Birmingham Chamber of Commerce, which is responsible for the organisation of the Heavy Section of the Fair, will be centrally located in various parts of the country. The Dominion of Canada is arranging an exhibit of increased importance and interest at the 1931 Fair. Next February's display, also, will mark important developments in the method of presentation of goods. The "open-stand," which some of the leading firms in the country introduced this year, is rapidly coming to the fore.

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Royal Commission on Transport.

Evidence submitted by the Long Distance Road Haulage Committee of Inquiry.

BEFORE the Royal Commission on Transport, sitting in London, on June 25th, **SIR MAXWELL HICKS, C.B.E.**, the chairman of the Long Distance Road Haulage Committee of Inquiry, gave evidence.

The Memorandum submitted to the Commission by the Long Distance Road Haulage Committee of Inquiry states that the Committee was brought into being as a result of a conference held in April last which consisted of influential members of the transport industry who were engaged in long-distance road haulage work, for the primary purpose of investigating the present position of that branch of the industry, the causes from which that position had arisen, and the remedies whereby the position might be ameliorated. The Committee of Inquiry constituted by the conference, consists of six members each with a full knowledge of the long-distance road haulage branch of the transport industry.

For the purpose of the Memorandum and of the investigations made by the Committee, a long-distance haulier has been taken to be a person, firm or company who is the owner of mechanically propelled vehicles of any weight, who for his own profit utilises those vehicles for the transport of goods by road belonging to other persons for distances in excess of 30 miles from the base from which such vehicles operate.

Experience has shown, the Memorandum points out, that the transport of goods in the country will always go in the long run to the form of haulage most economical to the owner of the goods hauled, usually designated the trade and as road haulage began to receive the support of traders the railway companies had to improve their facilities and subsequently amend their classification. Improvement of facilities has been extending up to the present time, and this form of competition is not in any way objected to, provided that "rate cutting" is not resorted to under the guise of competition.

As an illustration, an example of fair competition would be as follows:—

A commodity may be carried in bulk from "A" to "B" by rail and then from "B" to "C" by road at a through rate of 30s. per ton. A road haulier may then find that on his 5-ton lorry he can take the same commodity economically direct from "A" to "C" at 25s. per ton. There is no question of "rate cutting" here. Again, the railway company may extend their line to "C" which may enable them economically to carry the commodity direct from "A" to "C" without transhipment at 20s. per ton. In this case there is no question of rate cutting. Later on the road haulier may, by the use of a more powerful and efficient unit, be able to carry a load direct from "A" to "C" economically at a rate of 18s. per ton.

All these cases are in submission of the Committee fair competition, as each one reduces the rate but maintains the price at an adequate rate for this particular form of service, and is in the best interests of the community.

PRESENT POSITION.

The development of the long-distance road haulage branch of the transport industry has resulted in well-defined sections which may be summarised as follows:—

(*a*) Well organised companies owning fleets of vehicles.
(*b*) Owner-drivers or individuals operating two or three vehicles.
(*c*) Clearing houses.
(*d*) Trading concerns with fleets for operating their own haulage.

Outside the road transport industry, note must be taken of:—

(*a*) Railway Companies.
(*b*) Canal and coastwise services.

ORGANISED COMPANIES.

The Memorandum then proceeds to refer in detail to each of the sections enumerated above in the course of which it is mentioned that organised companies built up their businesses by establishing their own organisations for securing a regular flow of traffic operated by efficient vehicles at economic rates. They are highly organised, with a proper sense of their responsibilities. It is now found that the competition which they are experiencing from competitors on roads and railways is rendering it increasingly difficult for them to continue operating their services at economic rates owing to their prices being undercut. In the event of these Companies lowering their rates to the level of their competitors, it will be impossible for them to maintain their vehicles in a proper state of mechanical perfection and to continue to work their employees upon fair terms.

OWNER-DRIVERS.

The owner-driver has usually been a newcomer to the trade who has acquired a lorry. He has little business experience, knows little of the cost of running a lorry over a series of years, and has no appreciable organisation for obtaining traffic. As soon as a run is completed, he has to get back to his base, and is almost forced to accept any rate that may be offered, and is certainly tempted to canvass for traffic at a rate which will obtain the traffic irrespective of whether it is a paying proposition. The same thing applies even in his home town if work is slack, and it is accentuated if his vehicles be bought on the hire purchase system. These men could be helped materially by a well-organised clearing house which could supply them with loads at reasonable rates.

CLEARING HOUSES.

The theory of the Clearing House is excellent. Its purpose is to act as a link between the trader who wishes his goods carried and the haulier who carries the goods, and in particular to save the haulier the time and trouble of canvassing for return loads.

The system, however, is open to very many abuses, particularly as it is one which requires no technical knowledge whatever and no capital. It therefore very frequently occurs that unscrupulous persons set themselves up in the Clearing House business (in the City of Liverpool alone there are 27 different Clearing Houses owning no vehicles at all, and similar conditions obtain in most large towns), and obtain their trade by under-quoting the organised hauliers and railways and then beating down the owner-driver to the cut rate less the Clearing House commission.

Another evil of a certain class of Clearing House is quoting a rate to the trader and then giving the work to a road haulier at an uneconomic rate which gives a profit to the Clearing House over and above its normal 10 per cent. commission.

With a system such as this it is not unnatural that many Clearing Houses have failed, and it has frequently been found that there have been no assets available and so the road haulier does not obtain payment for the work which he has done.

TRADING CONCERNS WITH PRIVATE FLEETS.

No objection can be raised to trading concerns owning their own private fleets for their own private haulage work, but in some cases this results in the aggravation of the existing position and the further depression of haulage rates for the following reason:—

A firm which owns a fleet of vehicles carries its goods to their destination. It then becomes necessary for the vehicle to return to its base and naturally the owner of the vehicle wishes to acquire any load which will assist to pay the cost of the return journey.

In this case the private fleet on its return journey works in the open road haulage market and competes with the recognised road hauliers but has no necessity to work for an economic rate.

RAILWAY COMPANIES' CANAL AND COASTWISE SERVICES.

No objection is taken to competing rates quoted by the above services which are permitted by the regulations governing them. Definite objection is, however, taken to the practice of railways and canal companies controlled by railways of posting various bridges. Up to the present time they have been able to block competition by road haulage firms by the means of posting bridges which they own as being prohibited by them from carrying vehicles in excess of a certain weight, when in fact the bridges are capable of standing very considerably greater strain.

While it is not suggested that it would in all cases be wise to remove all restrictions as to weight, in cases where bridges have been posted there is reason to believe that the railway companies are endeavouring to handicap competition by a policy of restricting road transport over their bridges in this manner.

Active steps should also be taken for the abolition of level crossings on railways.

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LICENSING OF VEHICLES.

By the Road Traffic Bill, machinery is to be set up in the form of Traffic Commissioners for the licensing of public service vehicles, and it is urged that this machinery should be extended to cover the needs of all mechanically propelled road vehicles which carry goods for profit. If the licensing of all mechanically propelled road vehicles which carry goods for profit cannot be now legislated for, it is urged that at any rate all vehicles used in the industry of long-distance road haulage should be licensed at a nominal fee by the Traffic Commissioners, being the authority concerned for the area in which is situate the base from which such vehicles operate. Vehicles requiring to be licensed for long-distance road haulage should be mechanically propelled vehicles which carry other people's goods for the profit of the owners of the vehicles for distances beyond a radius of 30 miles from the base from which such vehicles operate.

Vehicles to be used for short-distance road haulage (namely, vehicles only to be used for carrying other people's goods at a profit to the owners of the vehicles within a radius of 30 miles from such vehicles' base of operations) should be licensed for such purpose, or pending such licensing in order to facilitate detection of a breach of law such vehicles should have the name of their home town in which their base of operations is situate prominently displayed.

It is considered that:—

(a) No licence should be granted to a vehicle which fails to comply with the Ministry of Transport Regulations or in respect of which excise licences have not been taken out or which are not covered by the necessary insurance.

No licence should be granted to any vehicle which after inspection by or on behalf of the Commissioners shall in their opinion be considered mechanically unfit for the work for which the vehicle is intended.

All licences should be annual.

The Commissioners should not be concerned when considering the grant of a licence for a vehicle as to the desirability of such type of vehicle being used upon the highways of the country, provided it conforms with the Minister's Regulations and is a well-found and maintained vehicle.

LICENSING OF HAULIERS.

All hauliers who carry other people's goods for profit should also be granted a licence to carry out their work. If the licensing of all hauliers who carry other people's goods for profit cannot now be legislated for it is urged that at any rate such licences should be granted to long-distance road hauliers, which it is submitted could also be done by the Traffic Commissioners, supplemented if necessary by technical advisers and by persons engaged in or with a responsible knowledge of the requirements of the industry. The considerations influencing the Commissioners in the granting of such licence being so far as possible to assure the safety of the goods being carried, other road users and the public.

As an illustration of the principle upon which it is considered advisable that such licences should be granted it is suggested that amongst the considerations for which the Traffic Commissioners might refuse to grant a long-distance road haulier's licence would be failure on the part of the applicant to comply with the following:—

Proof to the satisfaction of the Commissioners that the vehicles proposed to be used have been licensed for long-distance road haulage work; that the drivers proposed for the vehicles are of legal capacity to drive a long-distance road haulage vehicle, and the Commissioners should also require a declaration by the applicant that all other (if any) legal requirements have been complied with during the period preceding that for which the licence is to be granted. It is also desirable that licences should only be granted to applicants who are bona-fide hauliers with some knowledge of the business and its responsibilities. It is furthermore suggested that before the granting of any licence the Commissioners shall be entitled to receive any evidence which they may desire to have put before them either orally or in writing concerning any particular applicant and that there shall be a right of people concerned to give evidence before the Commissioners prior to the granting of such licence.

The issue of a haulier's licence, however, cannot in the present state of the industry be made to carry with it the liability of the licencee becoming a common carrier. It is impossible at the present time, owing to difficulties of the present law and to the nature of the vehicles employed, their construction and the business for which they are used, that they should in every case be subject to the legal responsibilities entailed in such description. It is submitted that the higher standard of efficiency which will be maintained in the vehicles themselves and the consequent economy to the road authorities upon whose roads such vehicles travel, and above all the increased safety to the public and other road users, will be an ample consideration for any benefits received.

LICENSING OF CLEARING HOUSES.

It is suggested that all persons who seek to find employment in the industry as a Clearing House shall require to obtain a licence to be granted by the Traffic Commissioners. It is appreciated that Clearing Houses are at present a necessity and in certain cases a benefit not only to traders and to hauliers, but to the industry as a whole, but when the multiplicity of Clearing Houses reaches the state which it has at the present time it is doing untold damage to the industry and some check should be placed upon their activities. The ideal Clearing House would be an organisation controlled by hauliers and traders limited as to profits and debarred from selling lorries on hire purchase agreements.

HIRE PURCHASE AGREEMENTS.

It is suggested that some form of legislation should be enacted whereby a check is put upon the sale by hire purchase of vehicles for long-distance road haulage work. The initial deposit should be as high as possible and subsequent payments should be spread over as long a period as possible.

In the last paragraph the Memorandum refers to the evidence submitted on behalf of the National Road Transport Employers' Federation, and states that, it is felt very strongly that any wages agreements and conditions of working voluntarily entered into between a Joint Industrial Council, or accredited representatives of employers and accredited representatives of employees, should be made binding on all employers and employees in the industry, including owner-drivers.

Views of the Transport and General Workers' Union on the Registration of Carriers and the Regulation of Road (Goods) Services.

At a recent meeting of the Royal Commission on Transport, **MR. ARCHIE HENDERSON**, on behalf of the Transport and General Workers' Union gave evidence.

In the third Memorandum submitted by the Union, the question of the Registration and Licensing of Carriers and others engaged in carrying goods by road, is dealt with.

The Memorandum recalls that since the Union prepared and submitted their evidence, the Government had introduced a Traffic Bill which, should it be passed into Law, will establish complete licensing machinery for operators engaged in the Public Service Road Transport Trade. The Regional Authorities thus set up would exercise control over the public services on the roads of the country. In the evidence submitted by the Union it was suggested that all operators engaged, or seeking to engage, in the carrying trade should have to secure registration and be licensed for the purpose, and the view of the Union is that by the establishment of the licensing machinery for the Passenger Road Services in consequence of the Traffic Bill becoming Law, the scheme for licensing the Road Transport Goods Services could now much more easily be operated, and could be accomplished by an extension of the powers of these new licensing Regional Authorities. In other words, the Union suggested that the control by licence operated by Regional Boards, now proposed for the Road Passenger Services, be extended to include Road Goods Services. The proposals of the Union for the Licensing of Carriers are based upon their original scheme, as placed before the Commission in their first evidence, and the method for licensing the Passenger Road Transport Services proposed in the Traffic Bill.

REGULATION OF THE ROAD (GOODS) SERVICES.

Further, the Memorandum suggests that all vehicles engaged in the carrying of goods shall be licensed for that purpose. A licence shall be granted subject to the vehicle being passed by a Certifying Officer as to fitness for the purpose for which it is to be licensed. Certificate of Fitness may be granted for such period as the Licensing Authority may decide, but for not less than one year and not more than five years. Certificate may be revoked following an adverse report by a qualified inspector. Licences may be suspended or revoked by the Licensing Authority. No person shall engage in the trade of a carrier of goods unless he is licensed for that purpose. A person shall be licensed to carry goods provided the Licensing Authority is satisfied that the offered service is required. A Licensed Carrier shall be restricted in accordance with his licence as to the number and nature of the Vehicles to be used. A person shall not drive a vehicle licensed to carry goods, unless he be licensed for the purpose. The restrictions and regulations for drivers of goods vehicles shall be similar to those laid down for drivers of Public Service Vehicles.

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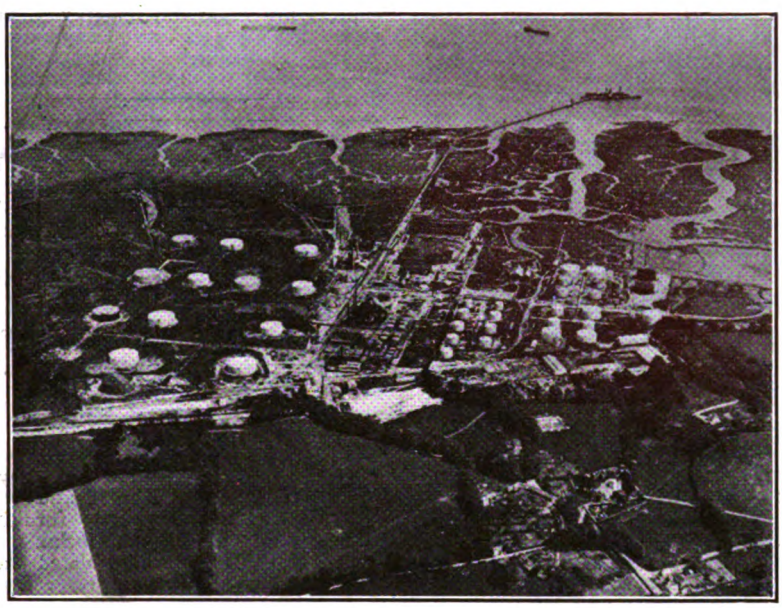
Anglo-American Oil Company's Enterprise at Southampton.

PRESSMEN and representatives of a number of consumer industries have been able to see something of the large expending and costly enterprise of the Anglo-American Oil Co., and associated interests at Fawley, near Southampton. The site covers 650 acres and gives employment to several hundreds, forming part of the sum total of about 9,000 British workpeople employed by the company. It may be apposite at this point of a necessarily brief mention of our recent visit, to summarise the numerical and other data issued by the company, since it furnishes readers with an exact and official epitome of an extensive and constantly changing and developing local business, which in briefest terms embraces a cracking plant and refinery for dealing with every sort of liquid fuel excepting benzole, and deals also with the by-products and residuals. It embraces also a variety of manufacturing and maintenance plant in connection with the packing and distribution of the liquid and solid products, and the upkeep of a corresponding variety of power-generating, cracking and distilling plant, with scores of miles of piping, rail traction and rope telpher plant, metal drum and wood cask-making plant and a variety of mechanical appliances. The maintenance staff numbers nearly 200 persons under the control of a group of specialised engineers. All the staff is British and most of the plant is British. Developments are so continuous that the value of the plant could only be conjectured. It is constantly being replaced and added to in order to anticipate rather than keep in touch with requirements incidental to the extending use of liquid fuels both for external and internal combustion motors, and the demand for road materials. In the latter the Fawley Works find a large outlet for bitumen for home and overseas consumption, largely in connection with speciality asphalt and road dressings and carpetings.



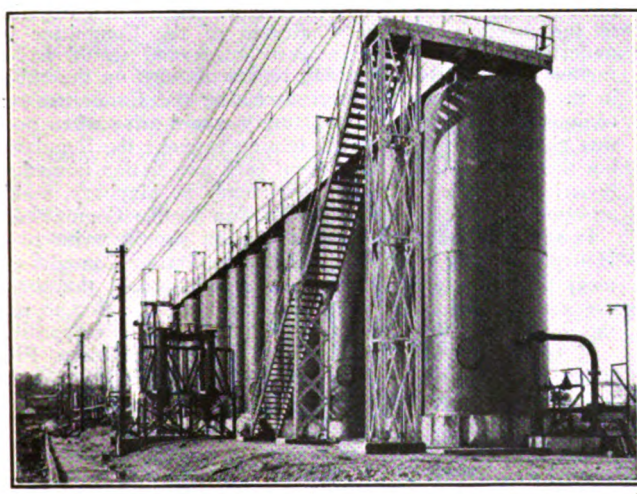
GENERAL VIEW OF THE FAWLEY WORKS.

SOME REMARKABLE FIGURES.—

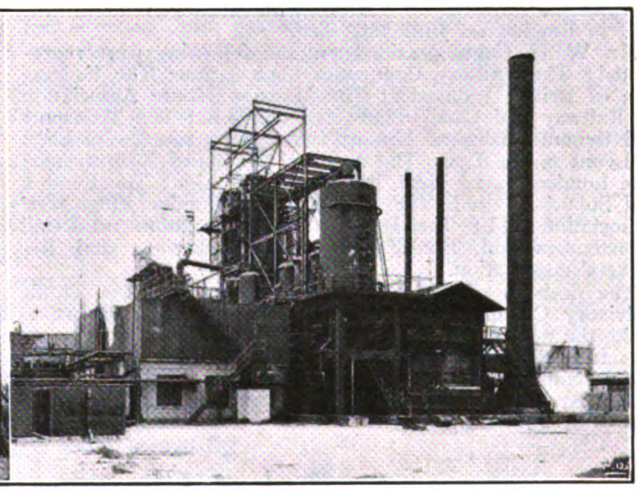
This is but one of a number of plants covering the whole of the British Isles. The territory it serves extends from Weymouth to Chichester and Bristol to Guildford. Last year 800,000 tons of oil products were handled at this Refinery which covers 650 acres and has 1¼ mile of coast line on Southampton Water. The bunkering capacity for fuel oils is equal to 600 tons per hour. The output has multiplied more than 3 times in the past three years, from 2,000 to 7,000 barrels a day. There are 50 miles of piping and 700 workpeople are on the pay roll.

Vessels handled during last year numbered 826, and 250,000 tons of fuel-oil were delivered to the local fleets of "greyhounds" of the Cunard, White Star and Hamburg-American Lines.

The Anglo-American Oil Co. owns 3,000 British built road motor vehicles and 1,650 rail tankers in connection with their 694 installations and depots. Their oil tankers and marine fleet comprises 24 British ocean-going tankers, 18 coasting vessels and 83 barges and tugs. There are two complete drum and cask making plants with a combined output of 2,500 per day supplemented by metal drums supplied from outside. Bitumen mostly is filled into these drums and casks, and by means of a special and novel chemical treatment of the interior of the metal drums, the solidified bitumen is kept from adhering to the metal so that there is no waste of either the contents or the drums. A power-driven continuous rope-way with skips, pick up the filled and sealed drums from a floor conveyor and convey them to the loading jetty, which is about a mile and a half from the despatch point. There are two power houses, with water tube steam plant of some 2,500 h.p., besides steam supplies from the



THE CONTINUOUS TREATING PLANT.



THE CRUDE PLANT.

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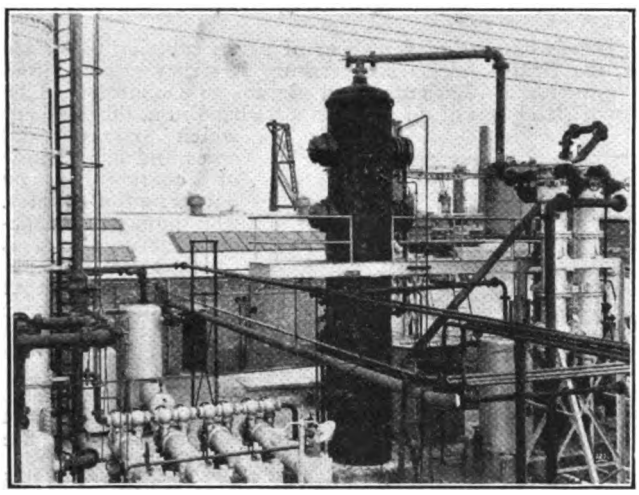
pumps in connection with the refinery plant. A further £80,000 is being spent on this section.

LIGHT AND HEAVY FUELS.

The demands for light fuels are being met by such highly technical specialities as the new Hi-Test petrol, Ethyl treated petrol, of which about 2,000 million gallons (U.S.A.) per annum are being sold in the United States and Canada, and the more normal brands of every day commercial petrols.



THE GASOLINE ABSORPTION PLANT.

About lubricating oils it is too early to write, but a visit to the petrol and light fuels side of the refinery reveals something of the care and efficiency of the process throughout all its stages. Laboratory tests are taken of the output continuously which enable the slightest deviation from standard to be arrested. Atmospheric and weather temperature changes are all important factors in this connection, and point to obvious advantages for home produced petrols and the absence of storage for long periods. Problems of gumming and instability are increasingly important because of the trend towards higher compression and higher engine speeds.

HANDLING CRUDE OIL.

On arrival of the tanker at the Company's jetty the crude oil is pumped into storage tanks, and thence is transferred by pumps through the crude plant, which consists of cylindrical and pipe stills. In this plant distillation takes place which separates continuously the straight run motor spirit, the tractor oil distillate, the cracking stock which is the raw material for the cracking units. The cracking plant consists of two high-pressure Cross units which are capable of treating 300 tons of stock daily.

The cracked spirit is stored in tanks and transferred continuously to 12 vertical tanks, in which it is subjected to a thorough mixing with sulphuric acid. The waste acid liquors are separated by gravity, and the remaining acidity is washed out and the oil is neutralised by caustic soda. It is then re-distilled for further refining and separating into homogeneous products. The treated oil is then continuously fed to three stills—these are the re-run stills, and in this process of distillation No. 1 and 3 specification spirits are distilled.

A part of the production from the crude oil plant forms the raw material for the manufacture of the bitumen. The bitumen is pumped through steam-heated insulated lines to the barreling plant and storage plant before mentioned. By means of steam coils the bitumen can be transported hot and kept ready for immediate use whether by rail transport in special waggons, or in ships.

COSTLY AUXILIARY EQUIPMENT.

Among what may be cited as the auxiliary features of the process is the prevention of odours incidental to certain products. An immense sum has been spent on plant for this purpose. Mention also is due of the costly research in regard to anti-detonating petrols suitable for high compression engines. And, lastly, mention may be made of the company's concern for the health and comfort of the staff. A costly building has been built and furnished with baths, a drying room for garments, and lockups, a first aid hospital and surgery, and beds in an isolated ward, together with an up-to-date equipment for the respective services.

Proposal to introduce in London the "Unilateral" System of dealing with Waiting Vehicles.

A meeting of representatives of Associations and Companies opposing the proposal of the London and Home Counties Traffic Advisory Committee to introduce in London the "Unilateral" system of dealing with waiting vehicles was held in London on June 16th, last.

Mr. W. H. Gaunt presided and the following were represented: The Railway Companies' Association; The Federation of British Industries; The Mansion House Association on Railway and Canal Traffic for the U.K.; The Transport and General Workers' Union; Carter Paterson & Co. Ltd.; J. Lyons & Co. Ltd.; The National Union of Railwaymen; The London Retail Meat Traders' Association; The London and Suburban Traders' Federation; The London Employers' Association Ltd.; The Incorporated Association of Retail Distributors and The Furniture Warehousemen and Removers' Association.

The decision of the London and Home Counties Traffic Advisory Committee to ask the Minister of Transport to make the necessary Order for the institution of this scheme, was fully discussed, and it was decided that the associations should continue to oppose its inauguration.

Mr. Archie Henderson (Transport and General Workers' Union), expressed the opinion that it would now be best for each association to approach the Committee, seeking an opportunity of a meeting for the purpose of further explaining their reasons for opposing the scheme. He further explained to the meeting that the Chairman of the Committee had undertaken that all the interests concerned would have a further opportunity of making representations on the subject in the event of the Minister accepting the Committee's recommendation, and that opportunity would arise when notice was given of the Minister's intention to make the Regulation, but there was nothing to prevent each association immediately writing to the Chairman, Sir Henry P. Maybury, seeking an opportunity of meeting the London Traffic Committee.

It was decided that each association should write to Sir Henry Maybury, asking the London Traffic Committee to meet them on the matter. It was also agreed that in the event of the Minister giving notice of his intention to make the Regulation, the associations should enter their opposition.

A further meeting will be held at The Trocadero, Piccadilly Circus, London, W.1, at 3 o'clock on Friday, the 18th July, next to report progress.

Budget Changes in Motor Taxation.

THE Minister of Transport makes the following announcement:—

> Attention is drawn to the provisions of this year's Finance Bill, which if passed in their present form will reduce the scales of taxation payable in respect of motor bicycles between 200 lbs. and 224 lbs. and goods vehicles between 2 tons and 2½ tons unladen weight as from the 1st July, 1930.
>
> It will not, however, be possible to issue licences at the new rates or to make refunds until the Finance Bill becomes law, which will be at a date subsequent to the 1st July, 1930.
>
> Applicants for licences for the September quarter or for part-year licences commencing at a date subsequent to the 1st July will, therefore, be required to pay duty at the existing rates until the Finance Bill becomes law, after which the necessary refunds will be made.

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Co-operation between the Railways and Post Office in Switzerland.

By O. Zipfel.

ACCORDING to law, the Swiss Postal Authorities have alone the right to run regular lines of passenger service. This right they exercise in different ways. Many of the lines they carry on as a state monopoly with their own cars and staff; others at their own account against payment by private contractors, and again others by granting concessions to contracting bodies who undertake responsibility both for the working and administration. In this way the Post Office has become the largest proprietors of motor cars in Switzerland. Their cars run on all the mountain roads, and practically every village, not on the railway, is connected with it by a postal motor service.

Since the Post Office and the Federal Railways, the greatest of the railway companies, are both State services, all competition between them is avoided. The postal motor services merely connect up with the railways, except in the towns where the Post Office maintains a large park of vehicles for the dispatch of postal matter. If any excursions, run by the post, have in certain parts to go parallel with the railway, then part of the proceeds is paid to the railway.

By such mutual relations a basis has been established for close co-operation between the Postal Service and the Railways. In some cases where it had already been decided to build a new railway line, the decision was cancelled, and instead a motor service, worked by the Post Office, was introduced. This means the employment of large coaches with 50 seats, charging the same fares as the railway would have done, issuing workmen's tickets at a very low price and conveying passengers' luggage and express packages. Any loss that may result from it is borne by the railway, which yet gains on the whole, because where there is but little traffic, the losses incurred in running a railway service would be far greater.

What is more, the railway stations everywhere are the starting places of the postal vehicles. Tickets for them are sold at the railway booking offices, and the railway staff attends to the handling of the luggage. The postal cars are drawn up at the stations in some appointed place, and the railway waiting rooms are at the disposal of their passengers. Through tickets, including both rail and car services, are issued to all the more important stations, and these tickets can be got at the railway booking offices to any station on the postal car route, and combined tickets are also issued at the post offices.

Combined tickets for the forwarding of luggage are issued in the same way as for passengers. Hence the passenger has only to hand over his luggage and have it booked through in this way, and he need not trouble to see after its transfer at stations where it is necessary to change. This through dispatch of luggage has in some cases been extended to foreign countries, such as England and Germany. For instance, an Englishman, travelling from Manchester, can book his luggage right through to any of the more important Swiss postal motor service stations, and has no further trouble till he reaches his place of destination.

The postal motor services have also been included in the international agreements for combined tickets, so that tickets for these postal services may be obtained at any tourist office in the world, and can be added to the ticket case. These arrangements make things much simpler and add to the comfort of the trip, and so increase the amount of traffic on the motor services.

Last year, for the first time, motor services were run beyond the frontiers, and in these cases the service is carried on jointly with foreign undertakings. Such a line leads from Garmisch, in Germany, through Austria to Schuls, in Switzerland, a total distance of about 70 miles; on this route cars of all three countries go right through, so that passengers have no need to change. In the through tickets for the whole route the railway lines in connection are also included. Passengers' luggage is carried under the seal of the customs, so that only one inspection is required.

With the trains and the motor service thus working together, similar tickets on the two services have been issued both for passengers and luggage, so that the staffs deal with them without any difficulties arising. The passenger tickets are exactly alike both in size and colour, and so are the luggage tickets. The balancing of the several accounts, which takes place annually, presents no difficulty, for it is carried out on the same principle as with different railways.

Another result of this co-operation is that the advertisements of the two means of transport are closely combined. This is specially important abroad, where the agents of the railways are at the same time representatives of the postal service, use their advertisements, issue their tickets and keep in touch with the tourist offices. The advertisements of the two services are rendered more effective and at less expense, more particularly since the postal services on the Alpine routes afford special attractions, and the beauties on such trips over passes up to 8,000 feet high tempt many a tourist to visit Switzerland.

By this scheme of co-operation and supplementing one another the whole of Switzerland has been combined into a single traffic system, the threads of which stretch out to the smallest and most remote villages. And it follows as a matter of course that this policy has resulted in a pronounced increase of traffic. At all events, as far as passenger traffic is concerned, what might have proved a burning problem in this little country, the competition between Railway and Motors, has been settled in a thoroughly friendly way and on sound economical lines.

A Plea for Reciprocity in Licensing.

THE suggestion that there should be some reciprocity in regard to the issue of licences between towns which are linked up by motor coach services is made in a letter which the Town Clerk of Blackpool has sent to the Bolton Watch Committee. The letter stated:—"Having regard to the very large increase in motor coach travel that has taken place during the past few years, the Watch Committee of Blackpool have felt it in the public interest to grant fairly freely, licences to motor coaches carrying long distance passengers into the town to enable them to ply for hire while in Blackpool. They have recently received complaints from the Motor Coach Proprietors' Association in the town, that towns to which char-a-bancs from Blackpool run do not reciprocate. It is felt by the Association that some unfairness results. I have been instructed to lay before the Committee a suggestion that in such matters as licensing of motor coaches there should be some reciprocation as, unless Blackpool motor coach owners can have the same facilities as are granted to motor coach owners travelling from Bolton, they will be placed at a disadvantage." Bolton Watch Committee felt that they could not see their way to agree to the suggestions put forward.

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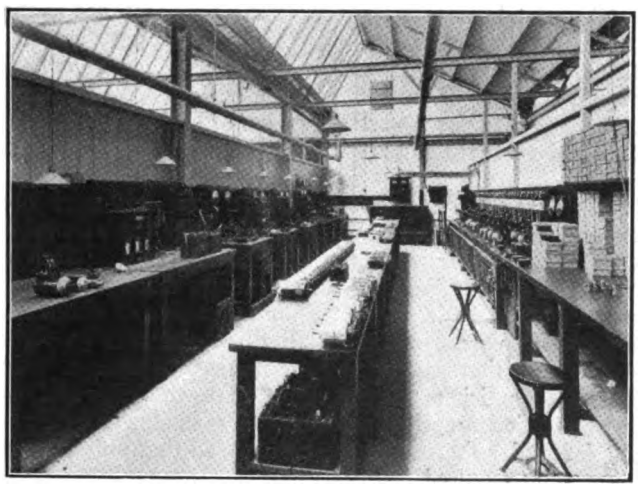
The M.C.L. Lighting and Starting Equipment for Commercial Vehicles.

BEFORE describing the constant current 12-volt dynamo now being produced in large quantities by M.C.L. and Repetition, Ltd., Pool Lane, Langley, Birmingham, a few notes on the factory in which they are manufactured may be of interest.

The factory is built on a four-acre site with a frontage



THE M.C.L. DYNAMO TESTING DEPARTMENT.

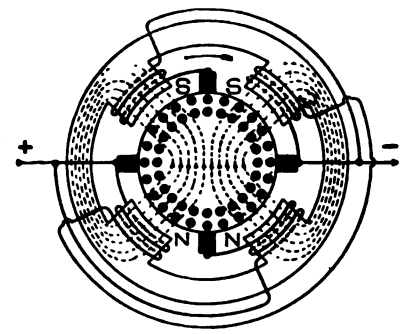
of 160 yards on the new Birmingham-Wolverhampton road. It has a floor space of 23,000 square feet, one floor only, the building being of the north-light type. The firm employs from 250 to 300 operatives and, in addition to the production of the M.C.L. electrical equip-

A BAY IN THE M.C.L. MACHINE SHOP.

ment for vehicles for all descriptions, it specialises in nuts and bolts and similar repetition work. Some idea of the size of the machine shop may be gathered from the accompanying illustration which, however, shows only one of half-a-dozen or so bays.

At one end of the machine shop are the raw material stores, and at the opposite end there is a work-in-progress department and inspection and packing rooms. From the machine shop the parts are passed on to the finished stores room from which they are supplied to the assembly shop and from thence to the coil and armature winding shaft department.

In addition to the most careful inspection in every stage of manufacture the electrical equipment is subjected to severe testing before being passed for distribution. For instance, the controllers are mounted on vibrating platforms which try them out much more severely than will be the case in actual service on the vehicles. The dynamos are run for one hour and their outputs carefully checked, whilst the starter motors are tested for torque. Finally the complete equipment is tested, the set being connected up to a dynamo and group of lamps to make sure it is functioning properly.



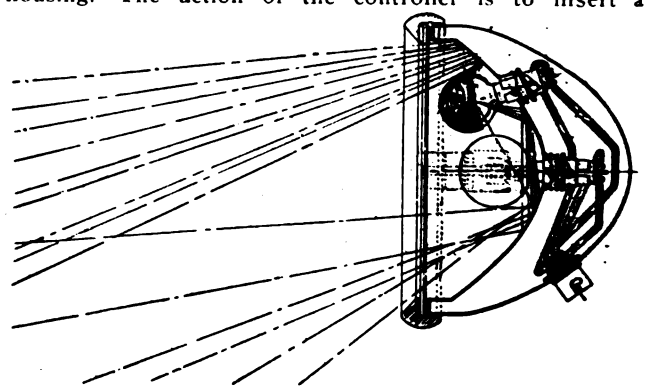
SHOWING THE POLE ARRANGEMENT IN THE M.C.L. DYNAMO.

The M.C.L. equipment is designed by Mr. A. H. Midgeley and is the result of very many years experiment and experience. Mr. Midgeley is, in fact, one of the pioneers of electrical equipment for motor vehicles.

The new constant current 12-volt dynamo has an output of 35 amperes yet it is only 6½ in. in diameter and its weight is only 61 lbs. Its generating speed is 700 r.p.m. and its normal speed 1,600 r.p.m.

The dynamo is cylindrical in design and its principal features are robustness and the pole and brush arrangement. There are four wound poles, two of which are of S polarity and the other two of N polarity, with the result that the effect is the same as a two-pole machine. The main brush position is horizontal to the poles of opposite polarity and the regulating brushes are on the vertical axis between the poles of the same polarity. The strength of the regulating field is dependent upon the voltage generated by the armature conductors under the main poles and this in turn is dependent upon the resultant field produced by the main field coils and the demagnetising action of the current in the armature conductors under the regulating poles. The demagnetising force of the dynamo is along the same axis as the main field and so does not distort it but reduces the voltage and the current in the regulating field coils in proportion.

The controller and cut-out unit are contained in one housing. The action of the controller is to insert a



SECTIONAL ARRANGEMENT SHOWING PROJECTION OF AUXILIARY BULB RAYS

field resistance in series at the maximum charging voltage of the battery, so reducing the dynamo output to the minimum. The action is positive "on" or "off" and the controller has no vibrating contacts. The controller does not remain out of action until the battery is fully discharged, but each time the speed of the dynamo falls below its minimum generating speed (usually about seven

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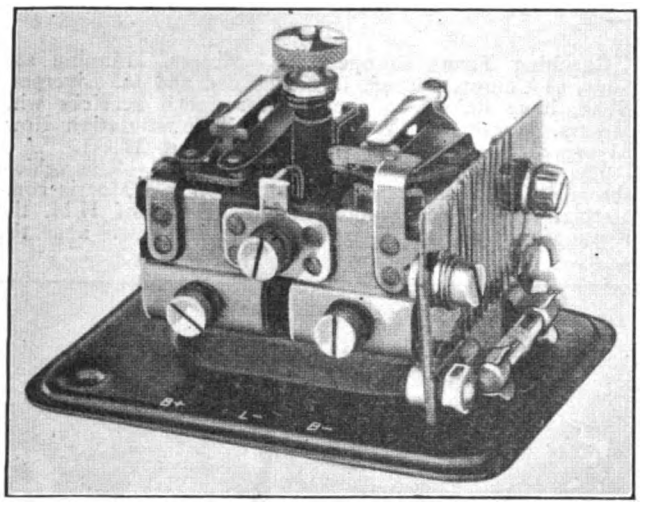
miles per hour) and is then accelerated, the full output is given for a few seconds until the battery voltage rises, when the output is reduced.

Another important feature is that should the battery cable break or the connection become loose, the con-



THE CUTOUT AND CONTROLLER.

troller immediately comes into action and prevents the lamps being burnt out.

With regard to the starters: these all have the Bendix drive. They are made in four sizes, 3½ in., 4⅛ in., 4½ in., and 5 in., the latter being capable of starting an engine of upwards of 100 h.p. In the M.C.L. system the starter switch is placed as close as possible to the starter thus reducing the voltage drop to a minimum. To energise the starter the control knob on the switch board should be pulled outwards. Attached to this knob is a Bowden wire, the other end of which is connected to the starter switch. The contacts on the switch will then close and complete the starter circuit. By this means more power is available for turning the engine over.

The M.C.L. switch board is particularly neat. It takes up a space of only 3½ in. diameter behind the instrument board. All that appears on the front is a Yale pattern lock and a milled knob. On inserting the key and turning the lock, both magneto and coil ignition circuits are made. On pulling out the knob the starter is put into operation. On turning the knob from left to right, different combinations of head, side and tail lamps are put into circuit. Further, it can be locked with any combination of lamps in circuit, and when locked it is impossible to operate the lamp, starter or ignition.

A neat aluminium junction box is fitted, usually to the side member of the chassis. It has no screws or nuts whatever for electrical combinations. It is provided with 16 metal studs mounted on an insulating base. The ends of the cables are finished off and mechanically held in a circular terminal washer on their respective studs. This plate is held in position by two hexagon nuts and no amount of vibration can loosen any connection. The battery used is the Ironclad Exide, specially manufactured to discharge at high rates for motor starter work, and it will successfully withstand severe circuiting tests without injury.

The latest design of M.C.L. lamps are of handsome appearance and are fitted with a muffled front and patented reverse bulb holder.

The M.C.L. lighting and starting sets are used in large numbers by the India Office (War Department) and the Air Force. In this country they are standardised by many leading passenger service concerns and are used extensively by leading manufacturers of commercial motor vehicles.

Correspondence.

The Editor is not responsible for the views expressed in letters appearing under this heading. No letter will be inserted unless accompanied by the name and address of the writer, not necessarily for publication, but as evidence of good faith.

BRITISH EMPIRE TRADE EXHIBITION, BUENOS AIRES, 14th MARCH to 27th APRIL, 1931.

To the Editor of THE WORLD'S CARRIERS.

SIR,—As a result of the initiative of the British Chamber of Commerce in Buenos Aires, a British Empire Trade Exhibition is, as you are probably aware, to be held in Buenos Aires from the 14th March to the 27th April, 1931. This Exhibition—the first of its kind to be held in South America, or indeed in any foreign country—is a project of the first importance from the point of view of British trade with the Argentine Republic. It is being officially supported by His Majesty's Government, and the Department of Overseas Trade are organising an exhibit in a building which has been provided by the Exhibition management. Other steps will be taken, in addition, to render the occasion impressive and to bring the prestige of this country prominently to the notice of the Argentine people. The British banks, railways, shipping and cable companies, and other British commercial undertakings in the Argentine are giving their warm approval and financial support, and the Argentine Rural Society have placed their grounds adjoining Palermo Park, in the centre of Buenos Aires, and the buildings which they contain, at the disposal of the organisers. In addition temporary buildings are being erected as the needs of the enterprise dictate.

The Canadian Government are also organising a series of exhibits.

The Exhibition will be organised in a series of industrial sections which will include textiles, wearing apparel, footwear; applied science, chemicals, foodstuffs, beverages, toilet requisites; applied art, furniture and sport; building and decoration, household machinery, etc. The machinery group will consist of sections representing electrical equipment, hardware, small tools, light machinery, etc., heavy machinery of all descriptions, agricultural machinery and implements, factory equipment, heavy chemicals and oils, locomotives, railway and tramway equipment, roadmaking machinery, motor cars, cycles and commercial vehicles, aviation and motor boats.

A large amount of the available space has already been taken by British firms and commercial organisations, who realise the value of the opportunity afforded by the Exhibition as a means of stimulating their trade with Argentina. His Majesty's Government attach importance to the occasion and hope that nothing will be left undone by British firms to secure a larger share of the trade with a market which has great future opportunities and which is exceedingly well disposed to British goods and British methods. If, therefore, you have not already decided to take part in the Exhibition, let me urge you to give the matter your close consideration.

The address of the London Committee of the Exhibition is: The General Manager, British Empire Trade Exhibition, Buenos Aires 1931, 5, Parliament Mansions, Orchard Street, Victoria Street, London, S.W.1, (Victoria 0877), from whom full information as to the scope of the Exhibition, the cost of exhibiting space, details as to stand erection, services and supplies, and the transport of exhibits, etc., can be obtained.

Yours faithfully,
A. R. FRASER,
for the Comptroller General.

Department of Overseas Trade.
35, Old Queen Street, London, S.W.1.
5th June, 1930.

Motor Industry Wins Highest Trade Award.

THE highest honour for co-operative trade association work was awarded to the motor industry at the dinner of the American Trade Association Executives, held in Washington recently, when the first prize was given to the National Automobile Chamber of Commerce, New York, for the cross-licensing patents agreement under which automobile manufacturers operate. This is the first offering of a prize by the Trade Executives, membership of which covers 440 associations. The prize is offered for "original and outstanding service to the public," and was awarded to the automobile manufacturers organisation for its patents agreement, under which 1,700 patents owned by the members are made available to all members without cost.

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Motor Coach and Bus Notes.

The Manchester-Blackpool Service. — The interesting double-deck bus illustrated has been supplied by Crossley Motors, Ltd., Gorton, Manchester, to the London, Manchester & Scottish Coachways, of Manchester, for operation on their Manchester to Blackpool service. The chassis is the 38/110 h.p. six-cylinder "Condor." The body has been built in the Crossley factory and is painted

A "CROSSLEY" TWO-DECK LUXURY COACH.

black and white with lettering in gold. Upholstery is in moquette, black and white pattern to match the painting.

The Exide Outing.—On the occasion of the Exide Annual Convention this year, held at Glasgow, several motor tours were arranged and run by coaches of the Scottish Motor Traction Co., to Longniddry, Peebles, Forth Bridge, Gleneagles, etc. 12 coaches were utilised, and altogether some 3,000 coach miles were run in the three afternoons. Our illustration shows the coaches at Gleneagles.

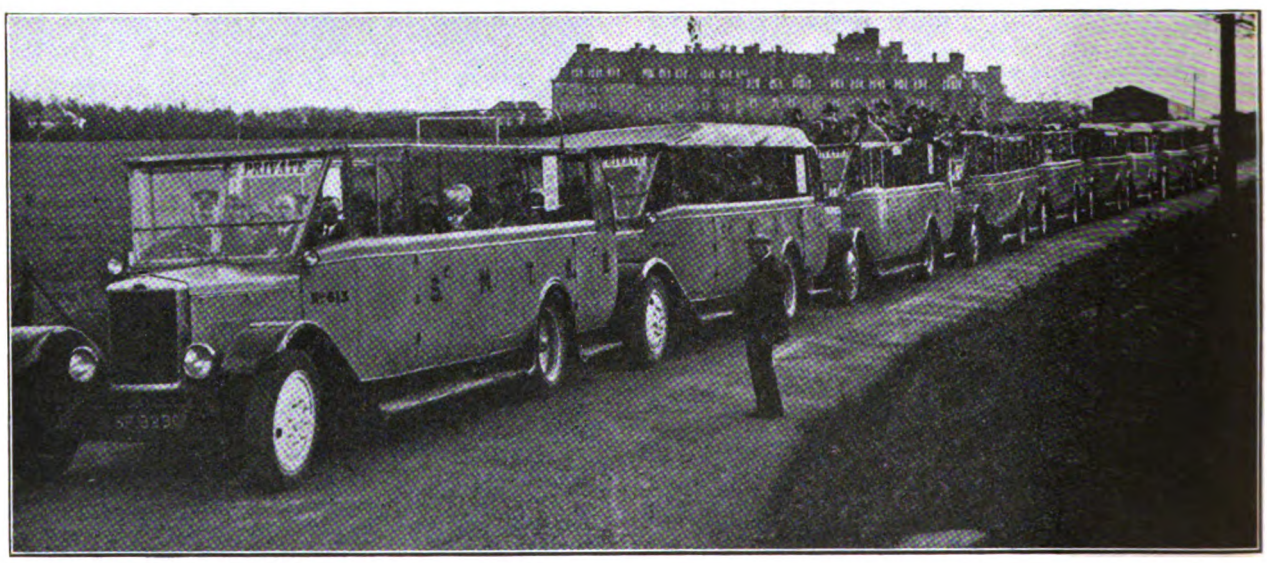
Coaching Firms Co-operation.—Messrs. Manning and Sons, 64 Compton Road, 15 Kew Road and 165 Liverpool Road, have linked up their motor coach services with Messrs. Macshanes' Motors, Ltd., 5 Commutation Row, Liverpool, and 53 Woburn Place, London, W.C.1.

The King of Egypt's Morris Commercial.—The vehicle shown in the accompanying photograph is a Morris commercial six-wheeled saloon in the service of H.M. the King of Egypt for desert trips. It is shown near the

H.M. THE KING OF EGYPT'S MORRIS-COMMERCIAL SIX-WHEELED SALOON.

Giza Pyramids waiting for H.M. the King of Belgium during his visit to Egypt a few weeks ago. The vehicle was supplied through the Morris Commercial agents—the Cairo Motor Company.

Bus Overcrowding in Jersey. — The question of the overcrowding of buses plying for hire on Jersey roads has been under the consideration of the authorities of this "home rule" island for some time; and new regulations governing the passenger-carrying capacity of these vehicles will be enforced in future. Drivers may now only carry one quarter more than the seating capacity.



EXIDE AGENTS AT GLENEAGLES. THE COACHES ARE IN THE SERVICE OF THE SCOTTISH MOTOR TRACTION COMPANY.

Licence Reciprocity.—At the Watch Committee of the Oldham Corporation, the town clerk submitted a letter from the town clerk of Blackpool with reference to complaints that other towns to which chars-a-banc from Blackpool run do not reciprocate in the grant of licences, and suggesting that the matter should receive consideration. It was pointed out that the committee had already granted licences to char-a-banc proprietors in other towns (including Blackpool), and the town clerk was requested to reply accordingly and to point out that there already exists a fair share of reciprocity.

Bus Working Results in Brief.—The North Western Road Car Company made a profit last year of £68,323 on traffic receipts amounting to £542,183. The company has entered into a working agreement with the L.M.S. and L.N.E.R. for the co-ordination of road and rail interests in the area served by the company. Warrington Corporation has increased the profit on its motor bus services to £6,895 in the year just concluded. Total working expenses per bus mile amounted to 14.097d. and receipts 19.432d. Birkenhead Corporation motor omnibuses on the past year's working have earned a gross

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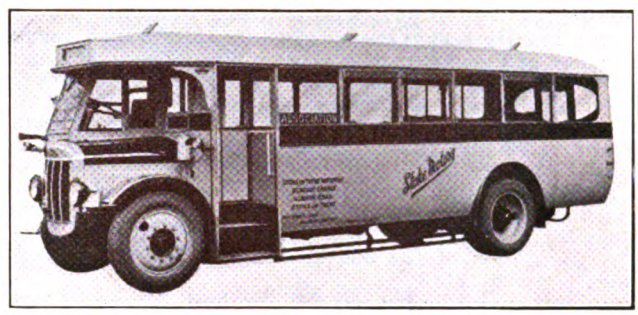
working profit of £64,715 as compared with £54,257 in the previous year, and a net profit of £32,710 as against £26,705 in 1929. The sum of £14,000 has been appropriated to rate aid. Leigh Corporation motor omnibus department, which has 29 motor buses, made a net profit of £7,033. The total expenditure for the 12 months worked out at 8.95d. per mile.

Big Order for Daimlers. — The Daimler Co., Ltd., Coventry, inform us that they have received an order from the Lanarkshire Traction Company (formerly the Lanarkshire Tramways Company) for fifty C.F.6. single-deck saloon buses. The coachwork for these vehicles will be carried out by the Hoyal Body Corporation (1928), Ltd. These vehicles will begin to be put in service during this month.

A Commer Bus for Exeter.—The 20-seater pay-as-you enter bus, illustrated, has recently been supplied to the Exeter Corporation. The Willowbrook Body is mounted on the Commer Invader chassis supplied by Commer Cars, Ltd., of Luton.

A COMMER BUS FOR EXETER.



TILLING STEVENS "EXPRESS" BUS FOR STOKE-ON-TRENT MOTORS LTD.

Licensing of Bus Drivers.—With reference to the proposal of the Hackney Coach Sub-Committee of the Manchester Watch Committee that all bus drivers in the city should be in possession of a medical certificate of fitness, it should be explained that this would not involve a periodic examination. The Committee wants to extend to drivers of private buses a regulation which for some time had been enforced in the case of Corporation motor bus drivers.

A "Regal" Trip.—Recently, A. Timpson & Sons, Ltd., the well-known South London coach operators, took 500 employees of Messrs. Kennards, the big drapers of Croydon, to Southsea for a day's outing. For the journey they used 15 of their A.E.C. "Regal" luxury coaches. These can be seen in the accompanying photograph drawn up in the London Road, Croydon, immediately prior to the departure. To some of the people used to making their journeys by train, the luxury, smoothness and speed of these modern A.E.C. motor coaches came as a revelation.

Big Passenger Transport Merger.—Negotiations which have been proceeding for some months, have resulted in Ribble Motor Services, Ltd., acquiring practically the whole of the share capital of Merseyside Touring Co., one of the newest as well as the largest privately owned passenger transport organisations in Liverpool. The Merseyside fleet of 100 vehicles consists of about 70 motor buses and 30 motor coaches most of them 1929 and 1930 Tilling-Stevens and Bristols. In passenger transport circles it is regarded as a remarkable achievement that a new company such as Merseyside should carry over 5,000,000 passengers in their first year of operation, which ended in March last. They have shown considerable enterprise in the Organisation of long distance motor coach services between Liverpool and destinations as remote as Bristol, Weston-super-Mare, Torquay, Scarborough, Newcastle, Great Yarmouth, London, etc.

"Express" Buses for Stoke-on-Trent Motors, Ltd.—Tilling-Stevens Motors, Ltd., 5 Iddesleigh House, Caxton Street, Westminster, London, S.W.1, have sent us the accompanying photograph showing a representative type of "Express" 32-seater gear driven omnibus as operated by the Stoke-on-Trent Motors, Ltd. They inform us that the latest 1930 model has embodied in it improvements making for greater simplicity, accessibility and minimum number of points requiring such attention as lubrication. It has a wheelbase of 16 ft., a 29/70 h.p. engine Ricardo design with four cylinders, forced feed lubrication, magneto ignition, four-speed gear box, single plate clutch, worm drive and detachable pressed steel wheels.

Ribble Co.'s Figures.—Ribble Motor Services, Ltd., the eleventh annual meeting of whose shareholders was held at Preston, now holds practically the whole of the share capitals of the Rishton and Antley Motor Co., Ltd., the Merseyside Touring Co., the Waterloo and Crosby Motor Services, Ltd., and the County Motors (Lancaster), Ltd. It is the policy of the Company, after it has acquired the whole of the share capital in a company working in its area, to gradually absorb the business of the company into that of the Ribble Company, and then for the subsidiary company to cease to function as a separate entity. The fleet consists of 666 vehicles and, in addition, the subsidiary companies own and operate 185 vehicles. They are now working no less than 1,430 route miles, as compared with 962 the previous year. They carried during the year nearly 47,000,000 passengers as compared with 33,500,000 the previous year. The present weekly wages bill is about £7,600 divided amongst 2,500 employees. Over 300 Ribble drivers have received the "Safety First" diploma. As an ordinary service driver covers about 28,000 driving miles in a year and an express driver covers considerably more than this, it is really creditable that almost 50 per cent. of the drivers have carried out this task without fault.

Whitehaven's Bus Station.—Whitehaven Town Council has approved plans for the erection, at a cost of £15,000, of a bus station by the Cumberland Motor Services, Ltd. This will be similar to but larger than that at Workington

KENNARDS EMPLOYEES VISIT SOUTHSEA IN TIMPSON & SONS A.E.C. "REGAL" COACHES.

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International Container Traffic.

Competition for the Most Efficient Designs.

The "Container" system for the combined carriage of goods by road, rail and water, was first discussed internationally by the World Motor Congress at its Assembly in Rome in the autumn of 1928. Following a suggestion of the President of the International Chamber of Commerce, an international Committee was formed by it in collaboration with the League of Nations, the International Railway Union and other competent organisations with a view to instituting a competition for the best standardized type of container for international traffic.

Substantial prizes will be awarded to the successful competitors.

At a meeting held at the Headquarters of the International Chamber of Commerce, with Senator Silvio Crespi, President of the Royal Automobile Club of Italy, in the Chair, the Committee drafted the final conditions of the competition to conduct which a Jury was formed with Mr. Edmond Chaix, President of the "Conseil Central du Tourisme International," as President.

All communications should be addressed to the International Container Competition Committee, International Chamber of Commerce, 38, Cours Albert ler, Paris.

A translation of the official French text of the conditions is given below.

A competition is opened for the best system of containers for use in international traffic. This competition is organised by the following:—

International Chamber of Commerce, Advisory and Technical Committee on Communications and Transit of the League of Nations, International Railway Union, Bureau Permanent International des Constructeurs d'Automobiles, International Association of Recognized Automobile Clubs, Conseil Central du Tourisme International, Fédération Internationale des Transports Commerciaux Automobiles, Bureau International de Normalisation de l'Automobile.

The problem is to find the most practical method of through transport of goods by sea, rail and highway, with a view to suppressing, as far as possible, costs of packing, storage and sorting, and to enable goods to be carried from the place of production to the place of consumption in the most rapid and economical manner.

The conditions with which containers must comply and the terms of the competition are set forth below:—

The following are permitted to compete:—

Firms manufacturing railway or motor equipment, Transportation undertakings, Organisations of these industries, Technical Schools and Higher Institutes of Commercial Trading, Public Institutions dealing with goods traffic and transportation matters.

The Competition will take place at the Headquarters of the International Chamber of Commerce in Paris, and will be governed by French law. All communications should be addressed to the International Committee for the Container Competition, International Chamber of Commerce, 38, Cours Albert ler, Paris.

Conditions.

1.—The containers are to be of two models: open and closed. For each model, competitors must submit three containers of different sizes.

The outside dimensions of these three containers are to be as follows:—

	1st class	2nd class	3rd class
Length ...	3 m. 95	At option of the competitor on condition however that, as far as possible, these be submultiples of class 1.	
Width ...	2 m. 15		
Height ...	2 m. 20 for closed containers. 1 m. 10 for open containers.		

All these containers to be so designed as to be able to carry five tons less their own weight.

Competitors will endeavour to reduce the weight of their containers as far as possible, while specifying for their construction materials capable of withstanding the strain involved by the corresponding weight of contents.

All containers must be capable of being carried on motor lorries, railway trucks, of normal gauge or narrow gauge and on board ships.

2.—Open containers are intended to carry raw materials and semi-manufactured goods that do not call for complete protection against weather conditions; on the contrary, the closed containers must be so constructed as to protect the goods carried against direct or indirect damage caused by weather and in particular by damage that may be caused by interior condensation or by dampness of the floors of railway trucks or motor lorries. However, they must provide adequate means of ventilation.

Competitors must describe in detail the devices used for the opening and closing of containers and these devices must be such as to enable the container to be quickly opened or closed for loading and unloading.

Should doors hung on vertical hinges be used, the bottom of these doors must be at least 50 cm. from the bottom of the container, so as to allow the doors to swing over the sides of railway trucks and motor lorries. However, the whole lower part of the same side of the container must be capable of being lowered entirely. (180°).

The containers, both open and closed, must be so designed as to fit one on top of the other or one side by side the other.

The interior of the containers must present no projections but countersunk rings or other devices must be provided to enable goods to be attached at suitable heights inside the containers.

3.—The containers must be very strongly built as they will be subjected to many shocks and various causes of injury in particular the risk of shocks from the tackle of cranes, and also lateral strain when lifted loaded. Competitors must also take into account that especially on board ship these containers will be piled one on top of the other (at least three of the first class) without losing sight of the fact that the weight of the containers must be as low as possible.

4.—The designs presented by competitors must be for rigid containers.

Competitors will also have the right to present separate designs for folding containers presenting the possibility of shipping empties by knocking-down the containers in sections or in parts. In the latter case, competitors must present means of keeping the component parts of the containers together to prevent loss.

5.—In designing their containers, competitors must conform to the customs regulations applying to railway-trucks (see chapter 2 of the Final Protocol of the International Conference of Bern, of May 18th, 1907, annexed).

6.—Containers must be provided with the necessary devices to permit their handling and their raising by means of cranes, tackle, lifting trucks, etc. They must also be provided with the necessary devices to permit their removal by sliding (ramp, inclined plane, etc.). In any case, it is advisable to avoid as far as possible the use of any detached apparatus for the handling of containers by sliding, rolling, etc.

Competitors must indicate in detail what operations are necessary for loading the container from the ground on to the railway-truck or motor lorry, its unloading and its passage from railway-truck to motor-lorry and *vice versa*.

7.—Competitors must indicate the methods of fastening containers to the railway-trucks or motor-lorries. If for such fastening the container includes special apparatus, the inventor must also submit drawings of such apparatus and indicate how it is to be used.

In any case, the devices for fixing the containers must be such as not to injure the railway-truck or motor-lorry, and to be easily and quickly adaptable to existing trucks and lorries.

8.—For each type of container designed, the competitors must indicate the class of matetrial to be used in its manufacture and indicate the weight contemplated, the approximate cost of manufacture of the container, of detachable apparatus and devices that may be suggested to facilitate loading and unloading.

Prices must be stated in dollars.

9.—In order to decide on the relative value of the plans submitted, the Jury will take into account:—

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(a) The lightest weight;
(b) The lowest cost of manufacture taking into account royalties to be paid;
(b) The lowest maintenance charges and greatest length of life;
(d) The easiest, most rapid and cheapest handling features of the container;
(e) The least trouble in fixing the container to railway trucks or motor lorries;
(f) The best method of closing.

10.—The competition will be in two parts

For the first part, competitors must present their plans to the International Chamber of Commerce before **September 10th, 1930,** accompanied by:—

(a) General plans of the container on a scale of no less than 1/10;
(b) Detailed plans of the principal features and of the devices for attaching the container to the railway truck or motor lorry on a scale not less than 1/5;
(c) Calculation of the parts and devices subjected to heavy stress especially lifting devices;
(d) If necessary, a reference to patents covering the devices submitted in whole or in part, as well as an indication of royalties demanded for the use of each such patent.

The plans and documents submitted therewith must be in French.*

The Jury will then proceed to a selection. The best plans will be retained for the second part of the competition.

For the second part of the competition, competitors must undertake the construction of their models that will be submitted to the tests considered necessary by the Jury.

The Jury may call upon several competitors to agree to present a single model uniting the various features selected as best from their plans.

In case of the refusal of the competitors to conform to the instructions of the Jury provided in the two above paragraphs, the Jury may have the model built and deduct the cost thereof from the prizes to be distributed to non-consenting competitors.

11.—The Jury will be entirely free to award, within the limits of the credits placed at its disposal for this purpose, such prizes as it may consider justified by the importance of the new inventions submitted to it.

The above credit is a maximum which the Jury is not obliged to award in full if it thinks fit.

12.—The prize-winning models will be exhibited.

*They may be accompanied by a text in the competitor's native tongue.

New Development in Commercial Aviation.

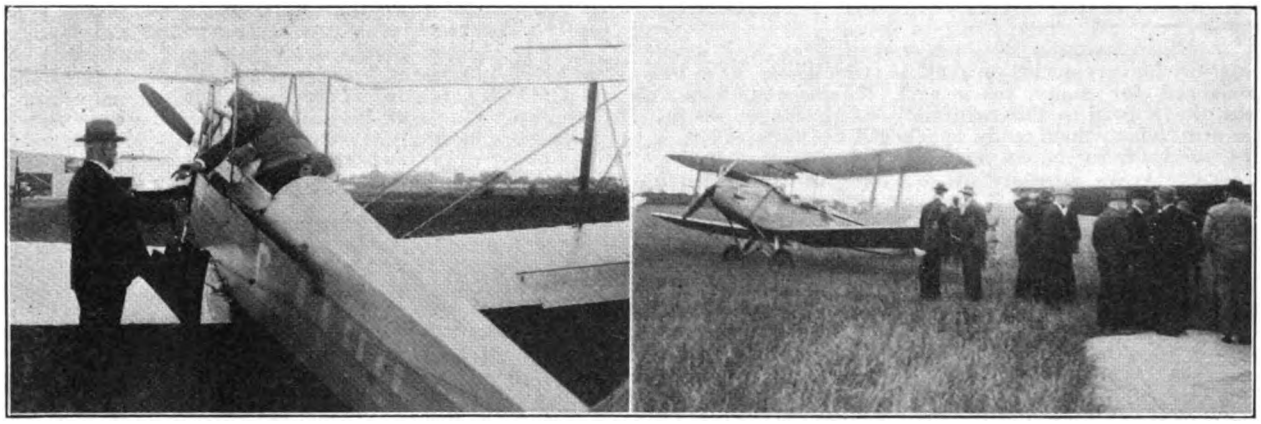
A NEW note was struck in commercial aviation on Friday, June 20th last, when to test the opportunities afforded by this method of increasing sales, the Associated Leicestershire Quarries in co-operation with the Leicestershire Aero Club, the Leicester and County Chamber of Commerce and Mr. L. Everard, M.P., sent two of their representatives by aeroplanes to call upon County and Borough Surveyors in various parts of the country.

Two machines, one a D.H. 80 Puss Moth and the other a D.H. 60 m. Gipsy Moth, left Desford Aerodrome, Leicester, at 10.30 a.m. and arrived at Heston Air Port at 12.30 after making several calls en route.

At the Heston Air Port the machines were met by Lord Ponsonby, the Parliamentary Secretary to the Ministry of Transport, Col C. H. Bressey, C.B., C.B.E., Principal Technical Officer to the Ministry of Transport, Mr. L. Everard, M.P., Sir Sefton Brancker, Director-General of Civil Aviation, Sir Cooper Rawson, M.P., Mr. A. Dryland, the County Surveyor of Middlesex and several other well-known personalities.

On the arrival of the machines at Heston, presentation cases of Leicestershire granite chippings were handed to Col. Bressey, Mr. Dryland and Mr. J. G. Carey, Surveyor to the Heston & Isleworth U.D.C. In all, nine presentation cases of granite chippings were carried by the aeroplanes and delivered at the various stops made en route.

At the luncheon which was held shortly after the arrival of the planes Col. R. E. Martin, C.M.G., the Chairman of the Leicestershire County Council, said that this was the first occasion on which aeroplanes have been used by the roadstone industry. The object, of course, was to try and ascertain the value of aviation to their business.



Photos.] [World's Carriers.
LEFT: MR. DRYLAND RECEIVING SAMPLES OF LEICESTERSHIRE GRANITE. RIGHT: INTERESTED SPECTATORS INSPECTING THE D.H. "PUSS" MOTH.

Lord Ponsonby in the course of his remarks said that he hoped that the enterprise of the Leicester granite people in sending samples of roadstone by air would encourage other counties producing roadstone to do the same in order to meet the competition from Norway.

Mr. Dryland made a humorous reference to the time when he visualised seeing aeroplanes delivering granite in bulk on the Bath Road.

It is interesting to note that both pilots and passengers are members of the Leicestershire Aero Club.

World Agricultural Tractor Trials.

A CHANGE has been made in the venue of the World Agricultural Tractor Trials, organised under the auspices of the Royal Agricultural Society of England in conjunction with the Institute of Agricultural Engineering, University of Oxford, to be held on 16th—19th September between the hours of 10 a.m. and 5 p.m. The site originally selected for the demonstration was near Wallingford. The new place is at Ardington, near Wantage, on land adjoining the Reading-Wantage main road, about two miles from Wantage. The change has been made because it was found that most of the tractors entered and the implements that were proposed for use with them required stronger and deeper land than that originally selected. The new arrangements apply to only the public demonstrations and the extended tests of a scientific and practical nature, which are conducted in private, are now being carried out on the original Wallingford site in exact accordance with the instructions issued to all entrants.

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Evan Cook's Depositories, Ltd.

THE announcement that Evan Cook's Depositories, Ltd., had purchased the old-established business of Walter Winning & Co., Ltd., of Lewisham, was the reason for a visit to the Depositories in Queen's Road, Peckham, which are so well known to all connected with the removal and warehousing industry. Alighting from the train at Queen's Road Station the Depositories are immediately opposite and we were very interested to see that great changes had been made since our last visit, which took place a good many years ago. The large asphalted foreground is used as an open showroom for

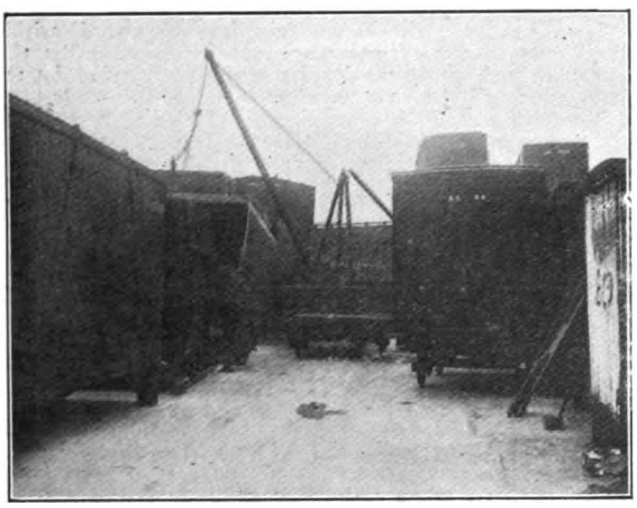


Photo.] [World's Carriers.

SHOWING THE LIFTING TACKLE USED IN EVAN COOK'S YARD.

three or four typical lift vans in which the firm have specialised for many years past, these being built to meet the special requirements of the furniture or merchandise which has to be packed into them. Passing these we came to the entrance to the premises and where, in former years furniture of all kinds was displayed for sale we now found a suite of offices which could be compared favourably to good-class bank premises, have every facility for handling orders, whether brought in by hand, received by letter, or by telephone. Here we met Mr. George Evan Cook, the elder son of the founder, who is in charge of the administrative offices, and in very quick time we were put through to "The Guv'nor," whom it has been our pleasure to know for some quarter of a century. As his home is situated within a stone's throw of the business we were invited to a cup of tea with him while he told us something of the recent developments of the business and the purchase of Walter Winning and Co., Ltd.

Evan Cook's Depositories, Ltd., is a family affair in the real sense of the word, the business being run by Mr. Evan Cook and his two sons, Mr. George Evan Cook and Mr. Jack Evan Cook, the latter being in charge of

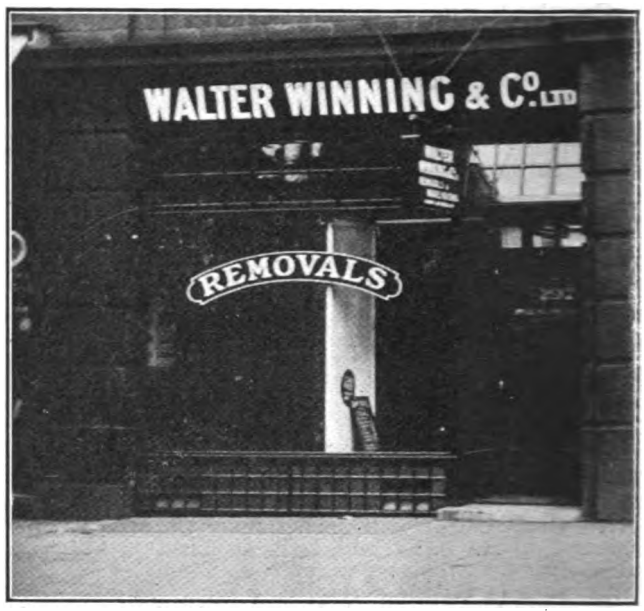
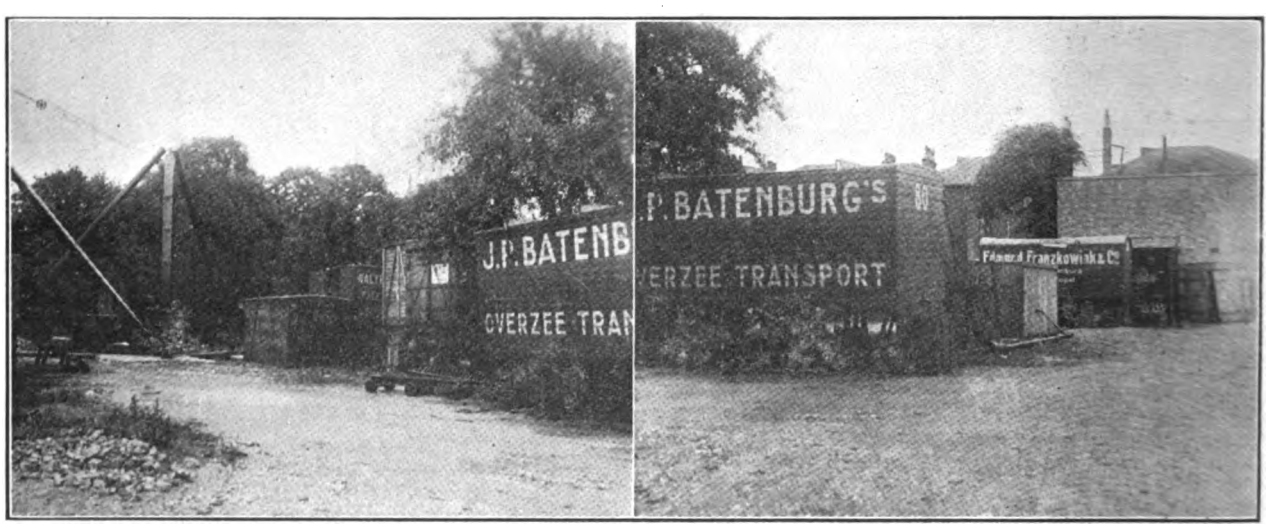


Photo.] [World's Carriers.

FRONT VIEW OF THE PREMISES OF WALTER WINNING & CO. LTD., OF LEWISHAM. THIS BUSINESS HAS BEEN PURCHASED BY EVAN COOK'S DEPOSITORIES LTD.

the very important Packing Department of the business. Mrs. Evan Cook is a Director of the company and Miss Winifred E. Cook is the Secretary. With two able colleagues in the persons of his sons, Mr. Evan Cook has more time to deal with matters of policy and, in addition, he has always taken an active part in the public life of Camberwell, having filled the high position of Mayor of the Borough in 1918/19. He is also a member of the Worshipful Company of Paviors and is a member of the Court, a position of which he is justly proud.

Passing through the offices we at once reach the first of the warehouses and find everything in apple-pie order, the furniture being stacked away in cubicles, carefully sheeted, with the passages clear and everything neat and tidy. When we say everything neat and tidy this is not



Photos.] [World's Carriers.

LEFT: THE LIFTING TACKLE JUST INSTALLED IN WALTER WINNING'S YARD. RIGHT: SHOWING LIFT VANS ON TRESTLES WHICH ARE USED WHEN MAN-HANDLING LIFT VANS.

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strictly accurate as every day there are new loads of furniture coming in and going out so that some portions of each warehouse shows clear signs of the activities inseparable from such a business. The latest appliances for labour saving and to promote efficiency have been installed and we were keenly interested in several ingenious devices thought out by members of the firm and utilised with great success and at a comparatively small cost.

The latest lifting tackle has been installed so that motor vans can be run in and the lift vans taken off in the space of a few seconds as opposed to the older method, which took an hour or more to perform the same operation. A very useful piece of machinery is the De Vilbiss spray gun which enables lift vans, which in process of time have become somewhat worn as regards outward appearance, to be re-painted while waiting to be filled, going out again looking "as fresh as paint." Passing on to another of the warehouses we were shown a large amount of antique furniture, some already carefully packed for transit to America, other pieces which had just arrived being stacked temporarily for similar attention. Nothing is too small or, within certain limits, too large for the capacity of this firm, and we learned that recently an escalator had been packed and despatched, while in another part of the warehouse, packing cases, containing children's toys to the value of some £150, were ready to be dispatched to one of the Indian Princes.

Evan Cook's Depositories, Ltd., have always specialised in work for the trade and number on their list of customers many well known shipping and forwarding agents who find it a great convenience to be able to rely on their special facilities for packing and handling furniture and goods of all kinds which require special attention and care for dispatch to any part of the world.

It is the intention of Mr. Evan Cook and his colleagues to modernise the warehousing equipment of Walter Winning & Co., Ltd., with all possible speed, and a crane for moving lift vans has already been purchased to this end. Walter Winnings have a good name in the trade and have specialised for many years in Continental removals, and it only needs the driving force which has been displayed for so many years by Mr. Evan Cook to bring the business into line with the most up-to-date and modern organisation.

Industrial Councils Bill.

IN the House of Commons on June 24th Mr. Mander moved for leave to bring in a Bill to encourage the formation of industrial councils and to legalise voluntary agreements when so desired. He said that the object of the Bill was to encourage co-operation in the development of industry on voluntary lines and in certain specific cases to give councils statutory power to enforce the agreements at which they had arrived. There were about 37 joint industrial councils in operation in this country at the present time, and about 47 bodies of a similar kind. They had not altogether attained the object which they were expected to reach by the Whitley Committee because they were working on voluntary lines, and there was a certain danger of these excellent bodies collapsing, because it had been found in some cases that, when an agreement had been unanimously arrived at by both sides, certain employers outside would not toe the line, but insisted on under-cutting rates to the disadvantage of the worker and of the good employer. The object of the Measure was to prevent that kind of thing, and to raise the standard throughout the industry, wherever it was covered by bodies of that kind.

The object of the Bill was to permit the formation of joint industrial councils on voluntary lines, to arrange for equal representation of employers and employed upon those councils; and it will give a schedule of subjects which could be discussed by the two sides by agreement.

It permitted the Minister of Labour, when a council asked for it and when both sides were agreed, to make an order giving the force of law to questions of wages or other matters on which the Council were agreed. Before that order was made, there was the right of appeal by persons likely to be affected, and either House of Parliament was able to bring to an end the proposed order if they passed a resolution to that effect, so that there was ample provision against any injustice. Then there was a penalty Clause. The Measure was almost wholly permissive. No joint industrial council need make use of its powers if they did not wish to do so, and it was only when the employer and the trade union on a joint industrial council came together to the Minister of Labour and asked for those powers to be put into effect, that the Minister would agree to what they demanded in the joint interest of the industry which they represented.

He very much hoped that the Minister of Labour would be able to present a Bill to the House next year, perhaps a more limited one than that which he was introducing, but one which would be, he hoped, agreed on by the employers and the trade unions. His object in introducing the Bill was to present concrete proposals in the form of legislation, which might be discussed by all those interested in industrial reforms. He thought the Bill would tend to promote peace in industry within our own borders, which was just as important in its way as international peace in the larger world outside.

The Bill was read the first time.

The Bill provides (inter alia) that where any agreement relating to a minimum rate, time rate, or basic piece-work rate of wages, or to hours of labour or other matters within the scope of the constitution of a joint industrial council or analogous thereto, arrived at or ratified by a joint industrial council, has been made effective by an Order of the Minister, any evasion of, or non-compliance by an employer with such an Order shall be deemed to be an offence punishable on summary conviction by a fine not exceeding fifty pounds for a first offence and by imprisonment without the option of a fine for a wilful continuance of such evasion or non-compliance.

Amongst the matters which the Bill proposes it shall be the function of industrial councils to consider are:—

The better utilisation of the practical knowledge and experience of the workpeople.

Means for securing to the workpeople a greater share in and responsibility for the determination and observance of the conditions under which their work is carried on.

The settlement of the general principles governing the conditions of employment, including the methods of fixing, paying and re-adjusting wages, having regard to the need for securing to the workpeople a share in the increased prosperity of the industry.

The establishment of regular methods of negotiation for issues arising between employers and workpeople, with a view both to the prevention of differences, and to their better adjustment when they appear.

Means for ensuring to the workpeople the greatest possible security of earnings and employment, without undue restriction upon change of occupation or employer.

Methods of fixing and adjusting earnings, piecework prices, etc., and of dealing with the many difficulties which arise with regard to the method and amount of payment, apart from the fixing of general standard rates, which are already covered by a preceding paragraph.

Technical education and training.

Proposed legislation affecting the industry.

The advancement of an industry by the co-operation in its government, extension and control, of all engaged in the industry.

Carter, Paterson & Co.'s Continental and Foreign Tariff.—We have received a copy of Carter, Paterson and Co.'s new tariff for Continental and Foreign traffic. Full details are given and carriage rates shown for merchandise and private effects from London and surrounding districts by recognised services—sea, rail and air. The chief office of the Company is at 128 Goswell Road, London, E.C.1.

Glasgow Horse and Motor Contractors' Association.—The annual outing of the Glasgow Horse and Motor Contractors' Association was held last month, and took the form of an all-day sail to Inveraray and back. The company embraced not only Glasgow contractors and their friends, but representatives of the trade from Edinburgh, Kilmarnock, Leith, Dundee, and other districts. Mr. David Murray, the President of the Glasgow Association, extended a cordial welcome to all.

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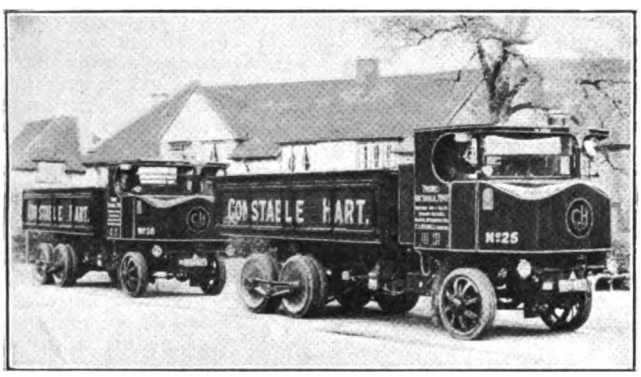
News from all Parts.

Ballast, Sand and Allied Trades Association.—On page 415 of our May issue we gave some particulars of the Ballast, Sand and Allied Trades Association, which was formed recently. The main purposes of the Association are to adopt a system of loading lines for lorries showing cubic carrying capacity and a system of delivery tickets to be used in conjunction with the loading lines, with a view to insuring that the correct amount is collected at the pit and delivered to the consumer. The Association is making good progress, and we are informed by Mr. G. V. Smith, the Secretary, that it is being well supported by the trades interested, both haulage contractors and quarry owners, and there is every reason to believe that it will very shortly prove a strong and influential Association. The loading line and delivery ticket system came into operation on July 1st and a letter has been sent to all the members setting forth the scheme in detail and a special plate has been designed to be affixed to the sides of each lorry. These plates show the cubic yards capacity of the lorry. Those interested in further information should apply to the Secretary, Ballast, Sand and Allied Trades Association, 124 Tottenham Court Road, London, W.1.

"Sentinel" D.G.6 Waggons for Road Surfacing Specialists. — Our illustration shows two "Sentinel" D.G.6 waggons, with 3-way tipping bodies, recently supplied to Constable, Hart & Co., Ltd., road surfacing specialists, whose head office is at Broadway Buildings,



"SENTINEL" D.G.6 WAGGONS FOR CONSTABLE, HART & CO. LTD.

Westminster, London, S.W.1. These waggons are repeat orders received by the makers, The "Sentinel" Waggon Works, Ltd., of Shrewsbury.

Institute of Transport.—The opening meeting of the 1930-31 session of the Institute of Transport will be held in London on Monday, October 13th next, when the Hon. Sir Arthur Stanley, G.B.E., C.B., M.V.O., who has been elected to take office as President of the Institute on October 1st, will deliver his inaugural address. The Annual General Meeting will take place in London on November 10th.

Maidstone and District Motor Services, Ltd. — The nineteenth annual general meeting of the Maidstone and District Motor Services, Ltd., was held at Maidstone on June 27th, Lieut.-Col. H. I. Robinson, A.M.I.C.E., the Chairman of the Company, presiding. The report and balance sheet showed that the company's capital remains unaltered and that the cash position is exceptionally strong. The profit and loss account shows that the gross revenue of the company amounts to £624,580, being an increase of £107,031 or just over a 20 per cent. advance on that of the previous year. The Chairman said that the progress of the company's business had been brought about by the zeal and team work of all the staff and employees from top to bottom, ably led by the General Manager, Mr. Geo. F. French. Mileage had been very much increased and services co-ordinated, or so arranged that it was now possible to travel by road throughout West Kent and East Sussex with the least possible delay. The Chairman moved "that the report of the directors and statement of accounts for the year ended 31st March, 1930, be adopted and that the recommendations contained therein as to dividend and otherwise be adopted and carried out." Mr. Sidney E. Garcke seconded, and the resolution was carried.

Motor Coach Ticket Clearing House. — Motor Coach Ticket Clearing House, Ltd., has been formed primarily to take over the collection of monies on behalf of coach operators and to eliminate the possibility of bad debts, lost tickets, and delay in payment. The offices of the Company are at Milton House, 35 Surrey Street, London, W.C.2. The telephone number is Temple Bar 8667.

Carter, Paterson & Co.'s Sports Meeting.—The Annual Sports Meeting of Carter, Paterson & Co., Ltd., was held at Wheathampstead on Whit Monday. This, the seventh annual gathering was held on Mr. James Paterson's farm, and 2,764 members of the staff and their families availed themselves of the offer of the directors to use the motors to convey them from all parts of London to and from the ground. There were many events, and much interest and keen enthusiasm were displayed by the competitors. Ideal summer weather prevailed, and the day proved most enjoyable.

A Morris House in Tottenham.—A further important development in the motoring industry has been completed by Messrs. Stewart & Ardern, Ltd., the sole London distributors of Morris Cars, who have opened extensive premises at "Morris" House, High Road, S. Tottenham. In these Showrooms will be displayed a range of Morris cars and Morris commercial vehicles. The Service and Repair Works adjoining, will enable clients to obtain adequate and efficient service, and a large stock of Morris spare parts will be available. A daily transport service is in operation between the Central Control Service

STEWART AND ARDERN'S "MORRIS" HOUSE IN TOTTENHAM.

Depot at Acton, which will enable all special orders being completed with the utmost despatch.

The Minister of Transport urges a Vigorous Bridge Policy.—Opening the Pont Gwanas Bridge on June 26th, Mr. Herbert Morrison, the Minister of Transport, said that the Merionethshire County Council was to be congratulated on its courage in completing the bridge which would make transport facilities in the district better and safer. It was true that the bridge had only cost just under £5,000 and that the scheme carried a 50 per cent. grant but, having regard to the resources of the County Council he could only express the wish that all local authorities were as courageous as that County had been in its bridges policy. The population of the County was less than 50,000 and a rate of one penny in the pound produced only £570. Ever since he had held the office of Minister of Transport he had strongly urged a vigorous policy in connection with the reconstruction of weak, narrow and dangerous bridges, and he was hopeful that the appeal which he had made to the recent Conference of local authorities, together with the substantial grants which were offered by the Ministry of Transport, would result in a big forward policy in this direction. Strong roads with weak bridges represented the reverse of economy, for just as the strength of a chain was represented by its weakest link, so the utility of a road was restricted by its weakest bridge.

Duple Bodies on A.E.C. Chassis.—On page 463 of our June issue we reproduced a photograph showing some Eton boys boarding an A.E.C. "Royal Blue" coach en route for the works of the Associated Equipment Co., Ltd., at Southall. The bodywork of this vehicle was built by Duple Bodies and Motors, Ltd., Edgware Road. The Hyde, Hendon, London, N.W.9, and is, we understand, part of an order for 37 bodies of the type shown

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supplied this season to Messrs. Elliott Bros., the well-known coach operators of Bournemouth.

For Speedier Removals. A.E.C. "Reliance" Chassis for Removal Work.—Messrs. Whitby C. Oliver & Sons, Ltd., the well-known furnishers and removers, of York, have recently adopted a high power passenger chassis as the basis of a pantechnicon. The chassis is an A.E.C. 6-cylinder 95 h.p. "Reliance" model, a type now being widely used for bus and coach work. Messrs. Oliver's new vehicle, which has an overall length of 26 ft. 7½ ins., carries a box body 21 ft. 2½ ins. in length (not including cab), 7 ft. 3¼ ins. in width, and 8 ft. in height. The cubic

A.E.C. "RELIANCE" CHASSIS FOR PASSENGER TRANSPORT AND REMOVAL WORK.

capacity, including the extra storage space over the drivers' cab, is 1,225 cubic feet, and the unladen weight 4 tons 13 cwt. 0 qr. 14 lbs. This last figure is interesting in showing how Messrs. Oliver, who built the body, have succeeded in keeping down the weight while making good allowance for the stress and strain the body is called upon to bear. The panelling is ⅛ in. double steel coated Plymax. The acquisition of an A.E.C. "Reliance" following upon the introduction by Messrs. Oliver of an A.E.C. passenger chassis into their removal fleet last year, testifies to the success of this type of chassis for speedy removal work.

Morris Commercials for London's Parcel Mails.—The well-known "Middle Weight Champion" vehicle, built by Morris Commercial Cars, Ltd., of Birmingham, has been selected to carry London's parcel mails. A large order has been placed for Morris-Commercial 30 cwt. vans by the well-known Royal Mail transport contractors, Messrs. McNamara & Co. (1921), Ltd. Our photograph shows the first convoy of these vehicles to leave Birmingham.

"Tasker" Standard Steel Haulage Trailers.—On page 468 of our June issue we illustrated a Thornycroft "JJ" 6-ton chassis supplied recently to Chaplins, Ltd., through Taskers of Andover, Ltd. The trailer attached to the vehicle is a "Tasker" steel haulage trailer, 4-wheeled type, one of Messrs. Tasker's standard productions and constructed by them for Messrs. Chaplins, Ltd. Through a misunderstanding we described this trailer as being by the Eagle Engineering Co., Ltd., of Warwick. The whole of the cab, lorry platform, with deep removable sides, and the whole of the finished painting of both the lorry and the trailer was carried out by Messrs. Taskers who, we understand, have supplied a number of "JJ" Thornycrofts with this type of cab and body.

Change of Address.—The Liverpool Cart and Motor Owners' Association have changed their address to 20 Chapel Street, Liverpool. The Secretary of the Association is Mr. Allen Walter, and the telephone number Central 1948.

Institution of Automobile Engineers, Summer Outing. — The 1930 Summer Outing of the Institution of Automobile Engineers took place on June 26th and 27th. Leaving Westminster Pier on June 26th on a special launch, some 50 members and their ladies steamed down the river, an official of the Port of London Authority explaining the various places of interest passed on the way. The P.L.A. had kindly arranged that on reaching the King George V. Dock the launch should be permitted to lock in (by means of a lock designed to take the largest steamers using the Port) and steam up and down the Dock which was lined on both sides with big steamers and motor ships trading to all parts of the world; then up the Albert and Victoria Docks, similarly lined with big ships, to a tobacco warehouse containing about 40,000,000 lb. of tobacco in bond after the inspection of which the launch proceeded to Tilbury to allow the members to see over a 20,000 ton P. & O. liner. Next day the party changed over to a motor coach and went to Chatham to inspect a 4,000 h.p. cruiser, and the visit concluded with a return trip up the river and a visit to the Training Ship, "Worcester." The offices of the Institution are at Watergate House, Adelphi, London, W.C.2.

Capable Assistant Required.—We know of an opening for a capable man with experience in the shipping and forwarding business. An old-established firm with extensive business to the Continent and Overseas Dominions is requiring such help owing to the continued development of the business. Anyone interested in this matter can obtain further information by writing to "Shipping," at this office.

Leyland Motors Midland Counties Service Depot. — Leyland Motors, Ltd., head office and works, Leyland, Lancs., have opened a sales office in the Chamber of Commerce Buildings, 95 New Street, Birmingham, in order that operators in the vicinity of Birmingham and in Mid-Wales might have the advantage of direct representation. The telephone number of this office is Midland 6100. In addition to the sales offices, the firm have been able to secure large premises for a repair depot. These premises, which are now open, form part of the old Harper-Bean factory, which is situated in Hall Street, Dudley. It has been staffed by men drawn from Leylands Chorley and Headquarters Repair Works, and is in a position to undertake full repair work, in addition to the usual supply of spare parts, a full range of which, of course, will be stocked. Early steps have been taken for directional sign posts to be placed on the roads leading to this depot, but until such time as these are in position, it may be useful to mention that the best means to approach the depot from Birmingham is to take the road from the Burnt Tree Crossing towards Dudley and turn left up Wolverton road (by The Midland "Red" Bus Garage) or turn up Hall Street from the Market Square in Dudley.

THE MORRIS-COMMERCIAL 30-CWT VANS REFERRED TO IN TEXT.

Order Placed.—The Leeds City Council has placed a £165,000 order with the Brush Electrical Engineering Co., Ltd., Loughborough, for 100 double-deck, top-covered tramcars.

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MERSEYSIDE.

Horses at 1/1d. per Hour.—Some interesting data concerning the Liverpool Corporation's stud of horses is contained in the annual report of Mr. T. Eaton Jones, the Chief Veterinary Officer. He explains that for the past 29 years, the horse work of his department has been conducted upon a commercial basis and under this system 1s. 1d. per horse per hour is charged for the animals at work, but in certain cases contracts are made for the cartage to be performed at a price per ton. During the year horses were supplied on 99,654 occasions, quite apart from hirings from outside cartage contractors. In the year 1929, 2,819 horses were thus hired.

Water for Steam Wagons.—Liverpool Area Committee of the Commercial Motor Users' Association had under consideration at its June meeting the question of interference with natural water supplies for steam wagons. Where main roads had been reconstructed, it was often found that the source of supply had been stopped. No decision was reached.

MANCHESTER.

To Discuss Co-ordination.—A conference is to be held in Manchester in the near future in reference to the co-ordination of bus services between local authorities and the London, Midland and Scottish Railway Company.

Cartage Tenders.—The cartage contractors who have been successful in tendering for the Electricity Departments' work during the year ending 31st June, 1931, are:—Mr. T. Lamb; Messrs. J. H. Peck & Sons, Ltd.; Mr. J. Bray; and Mr. J. Wharton, all of Manchester.

Economy of 7d. per Ton per Mile.—Twelve new motor vehicles are to be purchased by the Manchester Corporation Cleansing Department—five Lacre motor sweeping machines, five motor Freighters with dustless loading bodies, one motor Freighter watering tank with dustless loader and one motor tipping wagon. A report to the City Council states that the existing Lacre machines which have to be replaced have been working continuously for an average life of eight years eight months. Concerning the motor Freighters, these show an average economy on horse transport working on similar duties of 2s. per ton. As to the tipping wagon, this will be a five ton Karrier similar to one now in use which has "proved consistently satisfactory in service and shows an economy in working on horse transport of 7d. per ton per mile."

MIDLANDS.

Birmingham Traffic Problem. — No scheme appears to have yet been able to relieve Birmingham of her traffic problem. The one-way traffic scheme for John Bright Street and Suffolk Street does not help matters much, while the construction of a tram termini in Horsefair makes this worse as it will be a quarter of a mile further from the centre of the city.

New Corporation Buses.—Luxury buses are to appear on the streets of Birmingham at the end of the present month, and omnibus services are to be extended as the state of the roads permit. The new buses are of a type different from anything on the Birmingham streets at present. They have a large loading platform and straight staircase while the upholstery and lighting border on the luxurious.

NORTH-EAST COAST.

Messrs. Currie & Co.'s Enterprise. — Newcastle City Council has approved the granting of a lease for 40 years to Messrs. Currie & Co. (Newcastle), Ltd., the well-known contractors for removing and warehousing furniture, etc., of 2,835 square yards of land and buildings thereon and 1,034 square yards of timber quay and foreshore at the Close. This is in lieu of a lease for 21 years ordered to be sealed on Jan. 22nd last, the longer term being desired as it is now proposed to put up buildings of a more substantial nature.

Sunderland's Luxury Buses. — Twelve new Leyland "Lion" luxury buses have been added to the Sunderland and District Omnibus Co.'s fleet.

New Newcastle Garage.—Completely equipped with all the most modern appliances, Messrs. Travers' specially built garage in Newcastle, which has entrances both from New Market Street and Worswick Street, and storage for over 200 cars, is now open. There are no lifts and no ramps—a straight run in and out. The project would have been carried out nine years ago had it not been for legal obstacles involved. It was necessary for Messrs. Travers to find accommodation for no fewer than 123 evicted tenants. At the opening ceremony the ribbon across the main door was cut by Mrs. W. N. Armstrong, wife of the Managing Director.

HULL.

Queen's Dock.—The House of Lords Committee has passed the Bill promoted by the London & North Eastern Railway Company for the sale to the Hull Corporation of the Queen's Dock. There was practically no opposition when the measure was considered by a Committee of the House of Commons, but when it came before the Lords Committee the Hull Chamber of Commerce and the Hull Lighter Owners' Association put up a strong but unsuccessful fight. They claimed that the retention of the dock was necessary, especially for the use of lighters (barges) and similar craft. The railway company were able to show that as the vast majority of the vessels concerned did not pay any dues the dock was a source of continual and heavy loss to them. The Corporation, who are paying £117,000 for the dock, will fill it up and construct a large central square and sweeping boulevards. The freedom of lighters from charges for entering the docks dates back to the early days of dock construction in Hull.

SOUTH WALES.

Western Welsh Omnibuses, Ltd. — The Australian bowlers during their tour of South and Mid Wales, travelled in some of the up-to-date coaches of the Western Welsh Omnibuses which were used to convey them from town to town, and from their Cardiff headquarters to the different bowling greens. The visitors were delighted. "The Bus-Boat" is being arranged by the Western Welsh Omnibuses, Ltd. (in association with the G.W.R.), Cardiff, and P. and A. Campbell's Steamship Co. This will enable tourists to visit Clevedon, Minehead, Ilfracombe, and other parts of Somerset and Devon by means of Channel passenger boats, by rail, and road, going and return by land and water, at the desire and convenience of the tourist, on a combined ticket, on an arranged or indefinite period. Bus tours of South and West Wales are also arranged by the Western Welsh Omnibuses, who also run excursions to Talgaith, Aberystwyth, etc. The Western Welsh Omnibuses, Ltd., are about to put up central offices and a modern garage for about 100 buses at the recently acquired Dusty Forge twelve-acre site, at Ely, Cardiff. The land will provide ample recreational facilities for cricket, football, lawn tennis, etc., and the new buildings will include a Recreation Hall.

SCOTLAND.

Railway Horses.—An interesting parade of about 200 draught horses engaged in transport work at the College Goods Station of the L.M. & S. Railway in Glasgow, was held in the station yard recently. Prizes and awards were given for grooming, decorations, conditions of harness, and other points of merit. The judges included Mrs. Killen, wife of the General Superintendent, and Mrs. Locke, wife of the Station Superintendent, the former presenting the prizes. This is the first parade of its kind to be held in the city and it was very successful.

NORTHERN IRELAND.

Motor Taxation. — The Town Clerk of Belfast has written to the Ministry of Finance of the Northern Ireland Government stating that the new duties imposed on hackney vehicles by the recent local Budget exceed the limits of fair taxation, while their special effect on the Belfast tramway undertaking is likely to lead to such difficulties in the way of financing the undertaking that the public interest will suffer, and that the conversion to the trolley system may become financially impossible.

IRISH FREE STATE.

Tariff on Coach and Motor Bodies Imported into the Irish Free State. — In Dail Eireann, Mr. Morrissey, a Labour Deputy for County Tipperary, asked the Minister for Finance whether the Tariff Commission had yet presented a report on the application made on behalf of the Free State coachbuilding industry for a Customs duty on imported coach and motor bodies, and, if not, was he in a position to indicate when a report on the application might be expected? Mr. E. Blythe, Minister for Finance, said that he was informed by the Tariff Commission that their report on the application was still under consideration. The matter was being dealt with as expeditiously as possible, and he understood that the Tariff Commission hoped to present their report in the near future. Mr. P. S. Doyle, Deputy for South Dublin, asked the Minister if he was aware that the employees of many coachbuilders in the Free State were at present working on short time, and that the whole industry was in a very precarious way? Mr. Blythe replied that he would deal with the Tariff Commission report as quickly as possible.

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International Federation of Forwarding Organisations.

Third Biennial Session.

THE International Federation of Forwarding Agents held its Third Plenary Session at Antwerp on the 4th and 5th June last, and was attended by respective forwarding agents of Belgium, Holland, Germany, Denmark, Sweden, Finland, Latvia, Austria, Hungary, Switzerland and Great Britain, the British Association of Shipping and Forwarding Agents being represented by Mr. F. J. Gerson.

The proceedings commenced on the 4th June by a sitting of the Council, composed of one representative from each country at which the agenda for the following day was discussed in detail and a series of resolutions formulated.

The General Meeting took place at the Senate House of the Province of Antwerp on the 5th June and lasted with intervals from 9 a.m. until 8.30 p.m. In addition to the members of the Council many forwarding agents from the different countries concerned were present and took part in a lively discussion of the various points on the agenda.

Under the Chairmanship of Mr. Paul Lehmann, of Copenhagen, the Meeting, after confirming the Minutes of the previous plenary session, adopting the Council's Report of the Federation's activities during the preceding period, adopting the Accounts and Balance Sheet of the Federation and resolving to continue the subscription of

DELEGATES TO THE INTERNATIONAL FEDERATION OF FORWARDING ORGANISATIONS OUTSIDE THE COUNCIL CHAMBER OF THE PROVINCIAL GOVERNMENT AT ANTWERP.

the Federation at its present level, proceeded to the first important matter on its agenda, viz., a discussion as to whether it would be possible to formulate general conditions for carriage of goods which should be applicable to forwarding agents in all countries adhering to the Federation. Dr. C. B. Ingwersen read an interesting paper on this subject and the Meeting resolved that whilst it was impracticable at the present time to hope for the speedy adoption of universal conditions of transport, every country represented on the Federation should be asked to place their national conditions of transport at the disposal of the Federation office, or, alternatively, where national conditions do not exist they should make every attempt to establish such a code. From the study of these various conditions it should be the duty of the Federation to extract therefrom any points which are at the present moment in effect common to all countries concerned, and that such extract should form the kernel of a code of regulations which could be gradually elaborated in order to meet conditions prevailing in all countries. It was realised that this object cannot be achieved in the near future, and that only very slow progress is to be hoped for.

Mr. Loeb, of Vienna, then read a paper dealing with the advisability of classifying the services rendered by forwarding agents in the different countries with the object of facilitating the checking of accounts as between forwarding agents and the establishment of through rates for transport between the various countries. It was resolved that the Federation should ask its members to compile statements of the various services rendered in each country and the most satisfactory form of terminology for such services, so that in due course a form of lexicon can be elaborated for the use of the members.

The question of compiling a Directory and Year Book was then discussed on lines laid down by Mr. de Jong, of Amsterdam, but it was decided that the finances of the Federation are not yet strong enough to start the risk of this experiment however desirable it may be in theory.

The next item to be considered was the action of the International Chamber of Commerce in connection with the League of Nations, having as its object the simplification and approximation of Customs formalities in various countries, and after a very lengthy discussion it was decided to notify the International Chamber of Commerce as follows:—

> "In connection with the activity of the International Chamber of Commerce aiming at the simplification and approximation of Customs Formalities, the International Federation of Forwarding Agents wishes to offer its assistance in this work on the understanding that the position and the interests of forwarding agents be completely safeguarded. The Federation further expresses the hope that States, Governments and Public Bodies should abstain from undertaking the various operations normally accruing to the forwarding agent, and that on the contrary these various public organisations should take all the necessary steps for protecting the free exercise of this important profession."

Mr. O. Forsblad, of Gothenburg, then reported to the Federation that he had been in touch with the interests at present concerned in an atempt to evolve a standard form of Marine Insurance Policy; that progress in achieving this object was not yet very marked, but that he understood that in due course forwarding agents would be asked to give the benefit of their experience in such matters.

One of the most important points dealt with at the Meeting was the question, also in course of debate by the International Chamber of Commerce, of the establishment of negotiable documents for International rail and steamer traffic, and an interesting paper on this subject was read by Dr. W. Kes, of Berlin. This matter naturally provided considerable discussion and the sense of the Meeting as a whole was to the effect that, in accordance with the views expressed at the International Chamber of Commerce by the British railway companies representatives, the necessity for the institution of such documents does not appear to arise in view of the fact that the forwarding agent is already under present conditions in a position to provide merchants with all the necessary

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facilities. The representative of the Antwerp Association of Forwarding Agents asked that a suggestion should be put forward tending to make it possible to employ the duplicate "Frachtbrief" as a negotiable document, and it was decided that the Council of the Federation shall study this proposal with a view to action if found desirable.

Various other matters of local interest having been discussed the Meeting then terminated as aforesaid at 8.30 p.m.

As regards the social side of the Meeting, we cannot conclude this article without expressing our great appreciation and gratitude to the Federation of Belgian Forwarding Agents for the exceedingly pleasant and hospitable arrangements that were made for the reception of the International delegates. After the Council Meeting on the 4th June the delegates were received in the Pavilion of the City of Antwerp at the International Centenary Exhibition and a film covering all the activities of the Port of Antwerp was especially demonstrated for their benefit. On the 5th June, the day of the General Meeting, the delegates were invited to lunch by the Compagnie Maritime Belge on board their modern steamer, "Albertville," and in addition to a very excellent menu they received the most cordial addresses of welcome. The afternoon session of June 5th was interrupted for a short while and the delegates proceeded to the Hotel de Ville where they were officially welcomed by the Burgomaster of Antwerp, Mons. van Cauwelaert, who addressed them in very complimentary terms in several European languages. On Friday, 6th June, the party was conveyed in luxurious motor omnibuses to the docks and thence taken on a tour of inspection on a tug boat which conveyed them as far as the Kruisschans Lock, recently completed and in fact one of the largest locks in the world. On the evening of the same day the delegates were the guests of the Belgian Federation at a sumptuous banquet which derived considerably increased interest from the presence of the Belgian Minister of Transport who, in addition to addressing the company generally, also found time to exchange a few words with the various delegates in their native language.

Forwarding Agents Meet at Antwerp.

(Specially written by the General Secretary of the International Federation of Forwarding Organisations, Vienna.)

WITH strong representation, especially of forwarding agents in Belgium, Holland and Germany, and with every prospect of a durable success, on June 5th and 6th last there took place at Antwerp this year's Congress of the International Federation of Forwarding Organisations.

The President, Mr. Paul Lehmann, who presided, was in the happy position of being able to welcome officers of forwarding organisations of most European countries, and at the same time to refer to the famous traditions of Antwerp which formed an excellent venue for the meeting. He was energetically assisted in presiding over the Assembly by the Vice-President, Mr. Josef Albert de Ryckere, who earned the gratitude of all for the success of the arrangements he so efficiently undertook, in co-operation with the Committee of the Belgian National Association, to make the stay in Belgium of the foreign delegates so enjoyable.

MR. PAUL LEHMANN, PRESIDENT, INTERNATIONAL FEDERATION OF FORWARDING ORGANISATIONS.

The tour of the large docks, the reception by the Mayor of Antwerp, the visit to the International Maritime and Colonial Exhibition, and a banquet at which a member of the Government was present were the outstanding events of the meeting which was so successful that it will leave with all those who attended the Congress some indelible impressions.

The business discussions proceeded briskly and were especially remarkable for the eager collaboration of colleagues from Belgium.

President Lehmann reviewed the work done during the last two years and referred to some of the very important matters engaging the attention of the trade. From the President's report it was clear that the Federation had every reason to be satisfied with developments which showed a permanently upward tendency, the Federation now numbering amongst its members the "Verein Bulgarischer Spediteure," Sofia, and the "Verein Rigaer Spediteure."

The activities of the Federation, carried out in accordance with the programme drawn up by the board of directors, have been of great value to the affiliated associations by giving information, settling differences, establishing an International Court of Arbitration and in setting up a code of International commercial usages for the intercourse of forwarding agents each with the other. In addition to these considerable steps the Federation has dealt with some smaller matters such as considering divers aspirations and complaints of forwarding agents.

The Minutes of the last General Meeting having been circulated, were taken as read and signed. The Balance Sheet for the year was placed before the meeting by the cashier, Mr. de Jong, Director of the Scheepvaart Vereeniging Noord, Amsterdam, and passed unanimously. The accounts showed a good surplus of income over expenditure.

After the formal business had been concluded the Congress discussed some important matters foremost amongst these was a Paper by Dr. Ingwersen, Chairman of the Dansk Möbeltransport, Copenhagen, on "General International Conditions of Carriage," the question being whether general conditions for the carriage of goods could be drawn up for use between agents and customers, and which should form the basis for future legislation affecting forwarding agents, such conditions to be applicable to forwarding agents in all countries who were members of the Federation.

MR. JOSEF ALBERT DE RYCKERE, VICE-PRESIDENT, INTERNATIONAL FEDERATION OF FORWARDING ORGANISATIONS.

Varying views were expressed on the question of establishing a system of universal nomenclature for services rendered by forwarding agents regarding which Mr. Wilhelm Loeb, of Vienna, read a most interesting Paper. As is known from experience the services rendered by forwarding agents are specialised not only in different countries, but also in different places in the same country, and there is no doubt that the Federation could do a big work by putting this matter in order by adopting a uniform nomenclature. The work of the forwarding agents would then develop more easily, and accountancy would cause less misunderstandings and difficulties, and an opportunity would be presented of reaching a homogeneous tariff-standard, the establishment of which would be extremely advantageous for the intercourse of forwarding agents between each other. The Congress finally approved of a resolution of the Board of Directors that in the single states committees should be formed which would collect the service expressions there prevailing and submit them to the office for collation.

Of great interest was the Paper read by Dr. Paul Dumont, Director of the "Schweizerischer Spediteurenverband" at Berne, on the unification of custom house formalities. Dr. Dumont pointed out that the Convention concluded in the year 1923 at Geneva regarding this unification, had not in the main been realised. The Congress expressed the desire that this agreement should now really come into operation, and this desire will certainly meet with the greatest satisfaction from all quarters of the industry, and in this connection reference might be made to the fact that the forwarding agents' interests

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urgently demand that the "public hand" should refrain from further interference in the forwarding agents' sphere of activity, but should further as much as possible their interests.

Statements concerning the creation of a uniform transport insurance policy, which were contained in a report presented by the delegate of the Nordisk Speditor Forbund for Sweden, Mr. Olof Forsblad, claimed general attention. It was gleaned from the report that there is a chance of evolving from the English clause, "warehouse to warehouse," a general clause regarding the capacity and the end of a transport insurance. In any case the Federation will do its utmost to protect the interests of the forwarding agents in this matter.

MR. LUDWIG WEISS, GENERAL SECRETARY, INTERNATIONAL FEDERATION OF FORWARDING ORGANISATIONS.

With good reason the Managing Director of the Verein Deutscher Spediteure-Reichsverband des deutschen Speditionsgewerbes, Dr. Walter Kes, has taken up an attitude of refusal against the idea of negotiable bills of lading which was especially supported by the International Chamber of Commerce, by explaining that the establishment of such bills of lading would overburden the railway companies with work, without being of special advantage to the freighters considering the traditional services rendered in this matter by forwarding agents and bankers. The Belgian forwarding agents followed the discussion on this question with great attention and participated in the speeches supplying the assembly with various arguments.

Finally it would be opportune to mention that the Federation, in view of a report on the subject by Mr. de Jong de Amsterdam, is contemplating the publishing of a Year Book in order to enable the members of affiliated corporations to get information as to the names and addresses of their colleagues as well as of providing them with other important information. In view of finances, however, it was decided that the Federation should make inquiries from affiliated associations regarding the matter.

Although the proceedings were conducted almost entirely in French, nearly all the delegates took part in the debates.

The social arrangements met with entire approval. By the exhibition of a new film dealing with the ports and docks of Antwerp, presented by the Town Council at the Town Pavilion in the International Maritime and Colonial Exhibition, the delegates and guests were prepared for the visit to these docks which took place the next day with the aid of a special steam launch placed at the delegates' disposal by the Town, and the forwarding agents had the opportunity of becoming acquainted with the large establishments of that great port.

As regards the next General Meeting the Congress decided to accept the proposal of the "Landesverein Ungarischer Spediteure" that the General Assembly in 1932 should be held at Budapest, the next Committee Meeting in 1931 to take place in Amsterdam.

Immediately after the Congress the direction of the Federation fell to the new Managing Committee, which consists at present of the following delegates:—

President: Mr. Paul Lehmann (Nordisk Speditör-Forbund, Section Denmark), Copenhagen, Amaliegade 32.

Vice-Presidents: Mr. Josef Albert de Ryckere (Fédération Nationale des Entrepreneurs de Transports de Belgique), Antwerp, Rue de l'Olivier 17. Mr. Hans Blum; firm, Adolf Blum & Popper A.-G. (Verein Deutscher Spediteure, Reichsverband des Deutschen Speditionsgewerbes), Hamburg, I., Mönckebergstrasse 17. Dr. Paul Dumont (Schweizerischer Spediteurenverband), Bern, Marktgasse 37. Mr. Stefan Karpeles-Schenker: firm, Schenker & Co. (Zentralverband der Spediteure), Wien, I., Hoher Markt 12.

Board of Directors: Mr. Kammerrat Arthur Brüll; firm, Adolf Brüll & Söhne (Allgemeiner Möbeltransportverband mit dem Sitze in Wien), Bielsko, Brückenstrasse 1 (alternating with the delegate of des Zentralverbandes der Spediteure). Mr. F. J. Gerson; firm, Rosenberg, Loewe & Co., Succrs. Ltd. (British Association of Shipping and Forwarding Agents), London, E.C.3, 14 Bury Street, St. Mary Axe. Dr. C. B. Ingwersen; firm, Adams Transport Co. A.-B. (Dansk Möbeltransport-Forening), Kopenhagen, Danasvej 30. Mr. Hector l'Herbier (Fédération Nationale des Commissionaires de Transports, Transitaires, Agents Maritimes et Assimilés), Paris, 23, Avenue de Messine; Substitute: Mr. Roger Brunet, Bordeaux, 14, Rue Roborel de Climens. Mr. Kommerzialrat Max Erben; firm, Erben & Gerstenberger ("Globus" Internationaler Spediteurverband), Prague, Petersplatz 7 (alternating with the delegate des Svaz ceskoslovenskych zasilatelu). Mr. Samuel Rockenstein; firm, "Express" A. G. (Landesverein Ungarischer Spediteure), Budapest, V., Nador-utca 12. Mr. Konsul Ernst Krogius; firm, A.-B. Lars Krogius & Co. (Nordisk Speditör-Forbund, Section Finland), Helsingfors. Dir. Rolf S. Aas (Nordisk Speditör-Forbund, Section Norway), Oslo, Skippergatan 19. Konsul Olaf Forsblad (Nordisk Speditör-Forbund, Section Sweden), Göteborg, Norra Hamngatan 6. Dr. M. H. de Jong, Kassier (Scheepvaart Vereeniging Noord), Amsterdam, Warmoesstraat 197-199. Dir. Gustav Klauber; firm, "Cechoslavia," Vereinigung cechoslav. Spediteure für intern. Transport A.-G. (Svaz cechoslovenskych zasilatelu), Prague, II., Lützova ul. 36 (alternating with the delegate des "Globus"). Mr. Girolamo Spitzer; firm. Ornstein & Spitzer (Udruzenje Spedîtera Kraljevine SHS.), Zagreb, Gajeva ul. 10. Mr. Julius Hermann (Verband der polnischen Transport- und Speditionsunternehmungen), Warszawa, S-to Krzyska 32; Substitute: Rechtsanwalt Dr. Alexander Tempel, Warszawa, Piekna 11/b. Mr. Paul Kebrle (Vereinigung der Bulgarischen Spediteure), Sofia, 15. November-Strasse 5. Mr. Eugen Schwartz (Verein der Rigaer Spediteure), Riga, Grosse Jakobstrasse 16.

Office of the Federation: Direktor Ludwig Weiss, Wien, VI., Linke Wienzeile 64.

Shipping Agent's Good Word for Liverpool.—Major J. A. Eckes, of Messrs. Langstaff, Erembert and Co., Ltd., who is the Chairman of the Liverpool Chamber of Commerce, in welcoming twelve members of the Virginia (U.S.A.) Chamber of Commerce to Liverpool, said that what the delegation could see would be sufficient to convince them that they in Liverpool could handle anything they could send them. He invited the visitors who were particularly interested in the tobacco trade, to send their products to the natural entrance to the manufacturing districts of the north of England—Liverpool; also when they—as he trusted they would—place orders for manufactured goods in this country, specify shipment via Liverpool. He wanted them to get it firmly fixed in their minds that the great population of the North and Midlands had one point of entry and one of exit worth considering and that was Liverpool. Col. A. B. Carrington, responding on behalf of the Virginia Chamber of Commerce, said Denver had done business with Liverpool ever since he had known the town.

Southampton Docks.—Depression in the cotton industry with resultant decreased exports has caused a slight setback in the cargo traffic at the docks during the past six months, but the shipping tonnage using the Port has recorded a further substantial advance, and incidentally established a new record for the half year. The number of passengers dealt with also reveals an increase upon previous periods and bids fair to set up a new record at the end of the year in this respect. In this connection the carryings by the cross-Channel steamers during the first part of the year have shown a welcome improvement as compared with the corresponding period of last year. The facilities for rapid discharge of perishable produce at the docks and its direct disposal into cold store, or refrigerated rail vans or containers, has had much to do with the Port's increasing trade with the Antipodes. A recent typical instance of such discharge may be cited where a vessel put out 31,000 boxes of New Zealand apples and pears in one day, 24,000 boxes being unshipped from one hatch.

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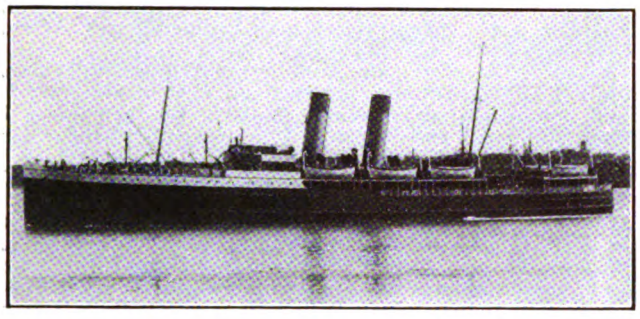
Antwerp and the Exhibition.

We have given in our columns from time to time information about the magnificent Exhibition at present being held in Antwerp, conjointly with a similar Exhibition but covering different territory, which is being held at Liege. It was, therefore, with great interest and pleasurable anticipation that we took the opportunity of another important event, the biennial Congress of the International Federation of Forwarding Organisations being held in Antwerp, to take part in its proceedings and at the same time to see something of the Exhibition.

There are various ways of proceeding from London to Antwerp, each no doubt having its own merits and good points but for the business man, anxious to lose as little time as possible, we give our vote for the service via



THE S.S. "ANTWERP" ON L. & N.E.R. SERVICE HARWICH-ANTWERP.

Harwich (Parkstone Quay) direct to Antwerp. Leaving Liverpool Street Station at 8.30 p.m., after a full day's work, we were on board the very comfortable and well appointed steamer "Malines" before 10 o'clock. This is one of the three boats of the London & North Eastern Railway engaged on this route, the other two being the "Antwerp," shown in our illustration, and the "Bruges," the boat by which we returned to London. It is worth noting that the London & North Eastern Railway have no less than five services to the Continent, namely, Harwich-Hook of Holland, connecting up with the great Continental expresses, served by the three modern and luxurious cross-channel ships—S.S. "-Vienna," "Prague" and "Amsterdam"; Harwich-Flushing; Harwich-Antwerp; Harwich-Zeebrugge, and Harwich-Esbjerg, while the train ferry boats also run from Harwich to the Continent. Parkstone Quay was a busy scene as we moved out into the river preparatory to starting on our voyage. We awoke in the morning to find our boat in smooth water, steaming down the long reaches of the Scheldt, a distance of over 56 miles after leaving open water, before reaching the great port of Antwerp. We had landed by 8 o'clock and the busy man can do a day's work, catch the evening boat and be in his office in London before his staff has arrived the next morning.

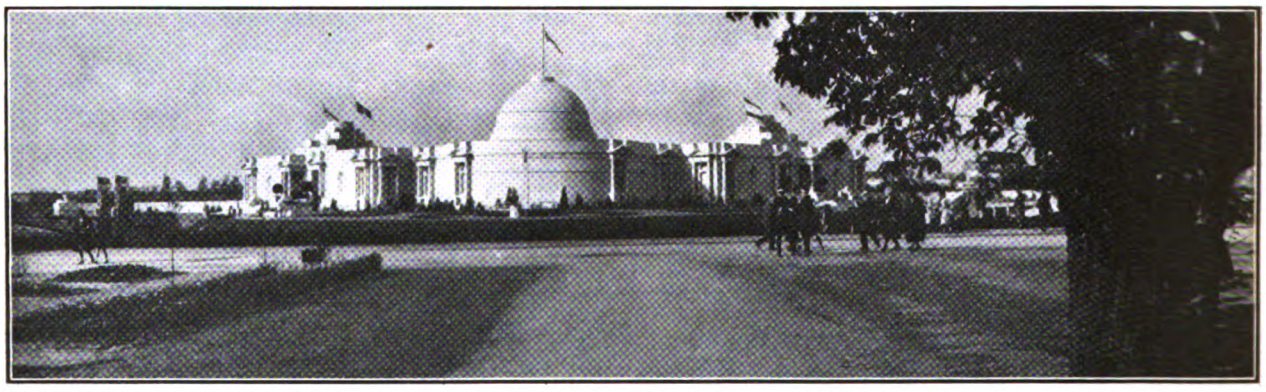
A glance at the map will show that this magnificent port, which is a worthy competitor of our own ports and also of the great ports of the Continent, is situated in the heart of Belgium but with its magnificent waterway it is enabled to accommodate the largest steamers with ease and every facility.

During the Congress of the International Federation of Forwarding Organisations the delegates had the opportunity of seeing the recent developments in the Port by the courtesy of the Port of Antwerp Authority, travelling on a steam launch and afterwards going round the docks to see the new buildings in motor coaches which had been provided. We were particularly interested in the magnificent new lock which is already in use, but is not finished as far as some of the engineering work is concerned and which is claimed to be the largest lock in the world. Our illustration gives a good idea of the Port of Antwerp, showing the docks and the winding Scheldt.

In another article we give a report of the Congress and of some of the visits paid by the delegates who were so hospitably entertained by the Burgomaster—Monsieur Van Cauwelaert; by the Directors of the Compagnie Maritime Belge du Congo, and by the Port Authority, as well as by the Federation Nationale des Entrepreneurs de Transports de Belgique, who were the hosts of the Congress. There was time also to visit a few of the most interesting features of Antwerp, although the great attraction on this occasion was the Exhibition.

This Exhibition, run concurrently with another at Leige, to celebrate the Centenary of Belgium Independence, is an International Exhibition of Colonial, Maritime and Flemish Art and naturally includes a very great deal connected with transport of special interest to anyone engaged in any branch of this industry. The buildings, which are well made and very substantial, are of the most modern type, affording a great contrast to the old buildings of Antwerp and giving a character of its own to the Exhibition.

We were glad to see that the British Government building, designed by Sir Edward Lutyens, was a worthy exponent of the British character: strong and sturdy, made to last, and yet dignified and of architectural beauty, it was essentially British, both externally and internally, surrounded by a lake, crossed by massive bridges, flanked on either side by the British Lion, and with statuary at the various points in the grounds and on one side of it, apart but still part of the whole, the King George



THE BRITISH PAVILION AT THE ANTWERP EXHIBITION.

Restaurant, giving a touch of homeliness to those who had come to visit the Exhibition, as well as being interesting to the many visitors from Belgium and other nations who were anxious to sample British food.

Entering the British Pavilion by the main approach the visitor finds a great deal of interest. First to be recorded is the pageant of the Sea, illustrating the great shipping history of this country with models of vessels from the earliest days to the present time. There is also a series of tableaux with lighting effects showing the development of Great Britain from the time of the Roman Conquest.

Another Section gives a history of aviation, one court being devoted to models of aeroplanes and airships from the earliest types down to the modern airship and the most up-to-date air liner. Here we were pleased to see

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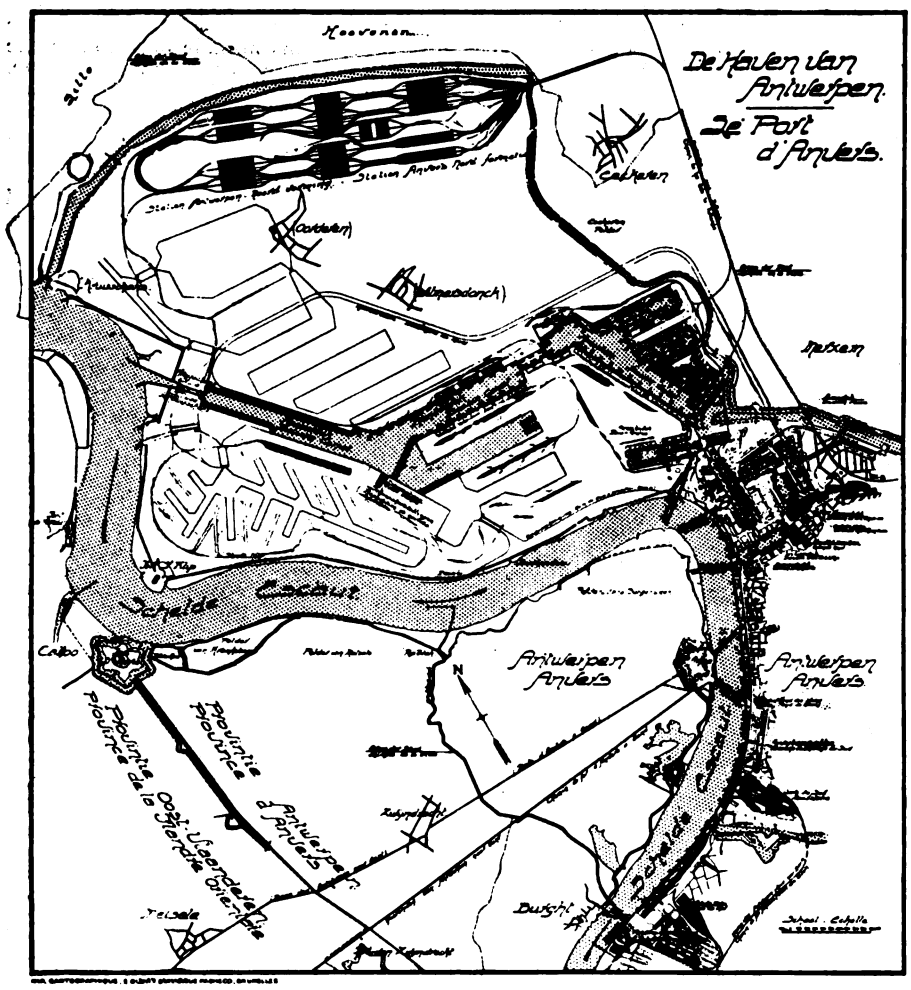
once again the wonderful Schneider Trophy, which had been lent by the Royal Aero Club of the United Kingdom and which combines in its beauty, both what is called our natural element, the sea, and also the newer element, the air and flight, in a most marvellous work of art. The actual Supermarine Rolls-Royce S.6. Seaplane that was piloted to victory by Flight-Lieut. Waghorn last September is shown in the grounds of the British section.



MAP OF THE PORT OF ANTWERP.

The Colonial Section is a comprehensive one, displaying the produce of the various British Colonies. In the Shipping Section well known steamship companies have their exhibits, followed by exhibits of some of the great ports and docks of the country, including the Port of London Authority, the Mersey Docks and Harbour Board, The Aire & Calder Navigation, and the Port of Goole, and the Tyne Improvement Commission. In the Railway Section three of the great railways are represented, those directly interested in Continental traffic—The London, Midland & Scottish Railway, the London & North Eastern Railway, and the Southern Railway. In the Industrial Section a number of well known firms have their exhibits, including W. & T. Avery, Ltd., Birmingham; The Beldam Packing & Rubber Co., Ltd., London; The Steel Scaffolding Co., Ltd., London; and James Walker & Co., Ltd., Woking, Surrey.

Space does not permit of our describing the Exhibition in detail, but splendid buildings have been erected by many of the European countries. In addition to the two magnificent buildings devoted to Belgian industries, the Port of Antwerp has a fine pavilion and France, Italy, Holland, Canada, Brazil, in addition to Great Britain, are amongst those who have built special pavilions.

The whole of Antwerp is decorated and illuminated and the Exhibition is being visited by immense crowds every day, but there is so much room that even on the occasion when the King and Queen of Belgium opened the Exhibition of Flemish Art there was ample space for the vast crowds who were present. A word should be said for the Section of the Exhibition devoted to old Belgium, which is separate from the main Exhibition although part of the whole, and for which an additional charge is made. This consists of a very fine reproduction of Belgium as it was long ago with a natural representation of the canal and old bridge at Bruges which will be remembered by many visitors to the Continent not only recently but in pre-war years.

Finally, we should like to express our thanks to Monsieur De Roy, the genial Secretary in charge of press arrangements, by whose courtesy we received an invitation to be present at the opening of the Exhibition of Flemish Art and were thus enabled to see the magnificent collection of pictures got together by the Exhibition Authorities, which by themselves should form a unique attraction to the Exhibition.

To finish up as we began, we were delighted with the ease with which we got back to London, boarding our boat at 7.15, we left Antwerp at 7.30, had our dinner in comfort, followed by a walk on the deck, went to sleep and woke up to find ourselves entering the mouth of the river at Harwich at 5.30 a.m. Breakfast on the train occupies most of the time and Liverpool Street Station was reached at 8 o'clock, in readiness for a full day's work.

Must End in a Conference.—Major J. A. Eckes at the Liverpool Rotary Club luncheon on 26th June, said the world seemed to have gone mad on tariffs. Every country desired to sell and yet not to buy. In the end this matter would have to be dealt with by the business men and the chambers of commerce, and if the race for putting up tariffs went on to the same extent, it would surely end in the same way as the race for naval supremacy. When the thing became too ridiculous for words, it must end in a conference.

Manchester Ship Canal Traffic.—The Manchester Ship Canal Company on 15th June issued their monthly approximate traffic return covering traffic receipts for the month of May. They amounted to £100,902 compared with £116,821 for May of last year, a decrease of £15,919. The total receipts for the first five months of this year were £521,379 as against £571,562 for the same period of last year. It should be noted that in addition to the normal decrease in receipts arising from reduced charges consequent upon the De-Rating Act, the returns for the months of April and May were affected by the strike at the Manchester docks from 9th April to 16th April inclusive.

Old-Established Firms Amalgamate. — Messrs. N. P. Nathans' Sons, of Lower Mosley Street, Manchester, and Messrs. Sydney Hudson, Ltd., of Chepstow Street, Manchester, firms of shipping merchants who have been established over a hundred years, and have been very largely engaged in trade in the Near and Far East, have amalgamated. Messrs. Oswald Simpson, Edgar Simpson and Wilfred Stubbings have been appointed managing directors.

More Motor Ships than Steamers being Built.—When the first motor ship ever constructed, the Danish "Selandia," 18 years ago sailed up the River Thames, few dreamed that in less than 20 years the whole world would be building motor ships, and still fewer realised that the day would come when Great Britain, the coal country par excellence, was building more motor ships than steamers—that day has come! According to Lloyd's Register, there are not only at present being built more motor ships than steamers, all over the world—1,931,362 tons as against 1,334,567 tons—but for the first time the tonnage of motor ships under construction in Great Britain and Ireland (876,960 tons) exceeds the tonnage of steamers building (736,033 tons).

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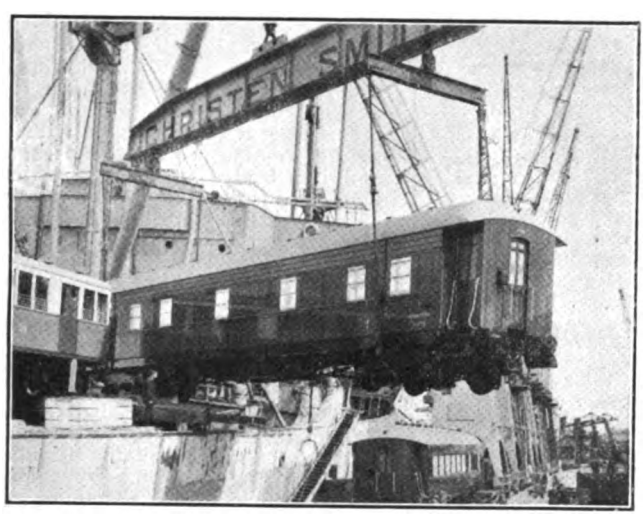
News from the Ports.

Liverpool Shipping and Forwarding Agents' Association.—Most of the business at the last meeting of the Liverpool Shipping and Forwarding Agents' Association was of a routine or private character. The only public matters were those arising from certain advices from the Mersey Docks and Harbour Board and the Liverpool Chamber of Commerce.

New Docks Manager.—Mr. Alfred Kewney, the former international Rugby player, and Rockcliffe forward, has been appointed manager of Jarrow and Hebburn dry docks department of Palmers Shipbuilding Company in succession to Mr. J. McGregor, who has gone to Palmers yard at Swansea.

Shipment of Railway Coaches and Material at the Port of Bristol.—Our illustration shows the shipment of railway coaches from the Avonmouth Docks recently for South America. The shipment included 1st and 2nd Class Coaches, Dining Car and Sleeping Car, for the Entre Rios Railway Co., Ltd., and a large quantity of steel railway material for the same company and for the Argentine North Eastern Railway Co. The coaches travelled from the Gloucester Wagon & Carriage Company's Works at Gloucester on temporary bogeys which on arrival at the docks were lifted by the Port Authority's cranes on to their permanent bogeys ready for shipment. The whole



SHIPPING RAILWAY COACHES AND MATERIAL AT BRISTOL

of the consignment is being carried to Ibicuy in the steamer "Bellejeanne." The shipment of railway stock and material is becoming a regular feature of the business at the Avonmouth Docks, where facilities are available for the handling of all classes of traffic.

Parry, Leon & Hayhoe (South Africa), Limited. London Office.—Parry, Leon & Hayhoe (South Africa), Limited, the well known shipping, insurance and travel agents, have for some time past felt that in order to keep in closer touch with Merchants and Shippers who are interested in South Africa, they should have an office of their own in London. This office has been opened at Fenchurch House, 5, Fenchurch Street, London, E.C.3—next to Union Castle Line—and will be under the direction of Mr. W. H. Kirby, who has recently arrived from South Africa, and who will be only too pleased to place the services of the firm's organisation in South Africa at the disposal of clients. The Company emphasise the fact that it is not their intention to compete in any way in merchanting and shipping business from this side, and that their object in establishing this London Office is to enable them to afford a means by which Merchants and Shippers and/or their Forwarding Agents can readily obtain full information concerning all South African tariffs, landing charges, etc., and railway rates to destinations. At the same time, they are anxious to ensure that the present volume of business consigned to their South and East African offices is not only maintained, but increased by propaganda work on this side.

Port of London Authority.—The June issue of the P.L.A. monthly is an extremely interesting number. It contains a special supplement dealing with the opening of the Tilbury Passenger Landing Stage by the Prime Minister on May 16th last. This notable occasion in the history of the port was reported by us in our June issue. All the articles in the June issue of the P.L.A. monthly are excellent and profusely illustrated. As a further supplement there is a colour plate of the R.M.S. "Calgaric," 16,063 tons, belonging to the White Star Line and engaged on the London-Southampton-Canada service.

Liverpool's Pride.—Mr. A. B. Cauty (director and general manager of the White Star Line), who presided at a dinner on the new White Star Liner "Britannic," before her maiden voyage, said the White Star Line had consistently maintained in its Liverpool fleet the largest vessels sailing out of the port of Liverpool. That distinction had been held by the "Adriatic" and it now passed to this vessel of 27,000 tons.

Italian Service to Australia.—The service from Genoa to Australia, which for some years has been conducted jointly by the N.G.I. and Lloyd Sabaudo Lines, is, it is stated, being much improved by the introduction of modern cabin-class motor-vessels of about 10,000 tons gross. The first sailing is to be from Genoa on July 31st.

Railway Dock Charges.—A Select Committee of the House of Lords, presided over by Lord Loch, approved the Bill promoted by the London and North Eastern Railway Company for the stabilization of railway dock charges now in operation, subject to the right of interested parties to apply to the Ministry of Transport for revision. Similar Bills are promoted by the London, Midland and Scottish Railway Company and the Southern Railway Company, and it was agreed that the case should be argued on the London and North Eastern Railway Bill.

Dock Charges in Wales.—An application is being made to the Minister of Transport by the G.W.R. Company, as the owners of the South Wales dock, for permission to increase the present charges for the tipping and weighing of coal and coke to the old level of 7¼d. a ton. Shipowners, brokers, coal shippers, and colliery owners are combining to oppose the application, contending that a decrease, not an increase, is desirable under present conditions.

New Italian Shipping Services.—An important agreement has been made between the Italian Government and the Lloyd Triestino Company with a view to the improvement as from July 1st of the freight service between Trieste and the Far East and the establishment of a new monthly freight service between Trieste and Bombay. In future there will be 24 sailings annually from Trieste to Indian ports and 36 to Far Eastern ports.

Antwerp Port Traffic.—The statistics of the traffic of the Port of Antwerp for the past year have recently been published. The number of ships which visited the port in 1929 was 103 sailing ships of 40,546 tons and 11,477 steamships of 24,284,557 tons. The total entry was 11,582 vessels, with a total tonnage of 24,325,705. In 1928 the entries were 11,333 vessels of a total tonnage of 23,604,559 tons. For 1929 the tonnage of entries was distributed among the various flags as follows:—British, 39.1 per cent.; German, 22.8 per cent.; Dutch, 8.2 per cent.; French, 7.3 per cent.; Belgian, 5.9 per cent.; Norwegian, 5 per cent.; American, 2.9 per cent.; Swedish, 2.8 per cent.; Danish, 2.3 per cent.; Japanese, 2.2 per cent., etc.

Invoices for Goods to South Africa.—Attention is being given by commercial men who have business relations with the Union of South Africa, to the regulations which require the value to be declared in invoices for goods shipped. The suggestion comes from shippers that representations should be made to the Government for the Union of South Africa to amend the regulations to give the exporter the opportunity of declaring the value of goods in the same manner as that acceptable in any other colony, namely, to declare the value on the basis of either equal or like quantities in the home market.

Walter Gammons, Ltd. Change of Address.—The address of Walter Gammons, Ltd., the well-known road transport contractors and export shippers, is now 85 Chiswell Street, London, E.C.1. There is no change in telephone numbers.

REUTERS TRADE SERVICE.—By special arrangement with Reuters Trade Service we are publishing news items from all parts of the world dealing with transport matters.

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Railway Notes and News.

Safety in Railway Travel.—The Ministry of Transport Returns of Railway Accidents recently published show that only 3 passengers lost their lives in accidents to trains on the British Railways during last year. When it is considered that the number of passenger journeys made on the railways in 1929 was 1,702,000,000, it will be seen that a passenger's risk of death in a train accident was so infinitesimal as to be negligible, a one in five-hundred-millionth chance. This remarkable result has not been attained without continuous care and supervision, and the provision, at huge cost, of every electrical and mechanical device that can aid the human element in railway operation. Every engine driver is a skilled man of many years' experience and subject to the strictest tests of eyesight and general fitness; the signalman who controls the passage of every train is an equally skilled man of long service, who is safeguarded from error by an intricate system of interlocking and other devices; and both men, as well as other railway servants, are governed by the strictest rules and regulations.

Co-ordinating Rail and Road Travel.—The progress made in the co-ordination and development of rail and road passenger traffic since the railway companies were granted powers to operate on the roads has been considerable, and the policy of co-operating with existing omnibus and coach undertakings has been followed in preference to indulging in unlimited competition. Immediately on obtaining their road powers the railway companies entered into negotiations with the larger road transport concerns of the country, and as a result working agreements were made with the most important omnibus companies. Under these agreements machinery has been set up for the co-ordination of rail and road passenger traffic. The railway companies also acquired a financial interest in these omnibus companies, but this interest is in no case a controlling one. In many instances the railway companies hold the same number of shares as the original proprietors, the result being that there is an equality of interest between the two parties so that the new form of transport is free to follow its normal development. The co-ordination policy being actively pursued between the railways and associated bus undertakings is taking a number of definite forms including:—Inter-availablity of return tickets by bus or rail; service arrangements to facilitate exchange of passengers between railway and road services; combination of railway and omnibus timetable matter, and adjustment of services where possible to improve connections; Employment of omnibus transport as extension of railway journeys for pleasure and other purposes; amplification of travel facilities by use of both arms of transport in combined tours. *Railway Newsletter.* July issue.

The Railway Barometer.—The Railway Traffic Receipts of the four Group Railway Companies have now been published for the first 25 weeks of 1930, compared with the same period in 1929, and are as under:—

	1930 £	1929 £
Passengers, Parcels, etc.	32,597,000	33,285,000
Merchandise, etc.	30,645,000	31,904,000
Coal, Coke, etc.	16,930,000	17,737,000
	80,172,000	82,926,000

The comparison for Weeks 22-25 (inclusive) is disturbed by the alteration in the date of the Whitsuntide Holidays this year as compared with the previous year. The increase in Passengers, etc., Receipts is due to the inclusion this year of the Holiday Bookings, while the receipts of Merchandise, Coal and Coke, etc., Traffics are short of one day, viz.: Whit-Monday. *Railway Newsletter.* July issue.

Motor Vans for the L.N.E.R.—The L.N.E.R. report that orders have been placed for fifty-five motor vans for use in the L.N.E.R. goods and parcels services in London and Southern England. The horse teams at present engaged in parcels delivery work at Norwich Thorpe Station are to be replaced by six one-ton motor vans to speed up the work in the Norwich district. Two new motor vans are to be sent to Grimsby to convey Cleethorpes traffic, thereby avoiding transhipment.

New Canadian National Railways Appointment.—Mr. D. C. Grant, Vice-President in Charge of the Finance Department of the Canadian National Railways, announces the retirement on June 1st of Mr. J. M. Rosevear, General Comptroller, and Mr. C. E. Friend, Assistant General Comptroller, under the Company's superannuation scheme. Effective the same date, Mr. J. B. McLaren is appointed Comptroller with Head Office in Montreal.

G.W. Railway Door-to-Door Facilities.—The G.W.R. is further extending its door-to-door facilities for traders by the provision of 150 containers for use in conveying all types of traffic. During the first five months of this year, compared with 1929, there was an increase of 82 per cent. in the tonnage carried by this method of transport. The Company already have hundreds of containers of various types in daily use. These reduce the handling and packing costs and loss by damage or theft.

L.N.E.R. Appointment.—The L.N.E. Railway announces that Mr. G. S. Pegg, assistant to the general manager for Scotland, has been appointed passenger manager (Southern Scottish area) in succession to the late Mr. M. S. Strang.

Faster Holiday Trains. Summer Speeding Up.—With the commencement of the Railways' Summer Services on July 7th, passenger trains will have been accelerated, and strengthened, duplicated and even triplicated as required, providing improved communication with all inland and seaside holiday resorts. There are more fast expresses, better coaches and better services. Tracks have been strengthened and improved and hundreds of new express locomotives and corridor coaches built. Signalling is constantly being overhauled in order to allow greater frequency of service and to ensure greater safety. Numerous seaside stations have been rebuilt or enlarged to give better facilities for the volume of traffic anticipated. 24,000 locomotives, 72,000 passenger carriages (capable of seating 3,500,000 people) and hundred of Pullman and restaurant cars are available for the millions of holiday makers on their annual quest of health and pleasure. New and capacious steamers have been introduced on the Continental and Channel Islands services, and over 200 passenger vessels will be engaged on those routes and to Ireland, the Isle of Man, Isle of Wight and the Western Isles of Scotland. To the Channel Isles alone more than 200,000 passengers were carried in 1929, mostly during the summer, and to the Isle of Wight nearly 2,500,000. To transport millions of holiday makers to and from the seaside each year comfortably and without mishap is an achievement demanding wonderful organisation as well as many months of careful and sustained preparation.

Southern Railway Scheme for Door-to-Door Service for Farmers.—In order to help agriculture, the Southern Railway Company are bringing into operation a railhead distribution scheme to give farmers a door-to-door service. This is part of the company's plan to increase the efficiency of rail transport. The scheme not only provides for the conveyance of bulk loads at reduced rates over the railway to a given centre but the facility of a country lorry service at reasonable charges to anywhere and everywhere within a radius of ten miles thereof. The company propose to undertake as well the cartage of smaller consignments up to one ton in weight. For instance, a package of 56 lb. would be carried four miles for 6d.; up to six miles, 8d.; up to eight miles, 10d.; and up to ten miles, 1s.

L.M.S. Motor Ambassador. Year's Tour of 30,000 Miles.—On June 28th, a motor vehicle, which is virtually a mobile Ambassador to the L.M.S. Railway, set out on a year's tour of Great Britain. By next year the car will have travelled some 30,000 miles. It will have visited all the important centres of population in England, Scotland and Wales and will have penetrated into hundreds of villages and hamlets well off the beaten track. The scheme is an effort on the part of the L.M.S. Company to get on to the road to beat the road. Wherever the car goes it will preach the gospel of rail travel. It is equipped with supplies of literature which will be replenished from pre-arranged centres from time to time. A qualified attendant will be able to answer enquiries on any questions affecting rail transportation. The sides and back of the car display slogans which, by a mechanical device, are changed every ten seconds.

Royal National Eisteddfod of Wales.—The G.W.R. are arranging for the running of a large number of excursion trains, in connection with the Royal National Eisteddfod of Wales at Llanelly from August 4th to 9th. The Company have also arranged for Llanelly Station to be specially decorated with flags, bunting and shields.

Automatic Stamp-Selling Machines at Railway Stations.—It has been arranged between the Post Office authorities and the railway companies for automatic stamp-selling machines to be installed at railway stations in cities and large towns for the convenience of passengers.

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Law Cases.

PLYING FOR HIRE WITHOUT LICENCE. REMEDY BY INJUNCTION.

ATTORNEY-GENERAL v. SHARP.

MR. JOHN SHARP, motor char-a-banc and bus proprietor, of Stockport Road, Manchester, appealed on June 26th and 27th, to the Master of the Rolls and Lords Justices Laurence and Romer in the Court of Appeal against a decision of Mr. Justice Farwell in the Chancery Division. The Judge had found in favour of the Attorney General who, on behalf of the Corporation of Manchester, asked for an injunction to restrain Mr. Sharp from plying for hire with his vehicles on the Corporation's highways without a licence and for trespassing on the highways or obstructing them by allowing the vehicles to stand on the roads for an unreasonable time. The latter part of the injunction with regard to excessive use and obstruction was not persisted in by the Corporation. The injunction was granted by Mr. Justice Farwell with regard to the plying for hire without a licence.

It appeared from the evidence given in the action that Mr. Sharp has a licence to ply for hire in the direction of Hazel Grove and Bramhall in the Borough of Eccles, but he was refused a licence for the City of Manchester. In spite of this refusal he plied for hire when in the City, it was alleged. His case was that there had been no plying for hire because there was no solicitation or invitation to attract passengers, and seeing that there was nothing antecedent to the carrying of passengers in the way of solicitation there could be no plying for hire. There was no advertisement on the vehicles or garages to indicate that he was prepared to accept passengers and nothing that could be said to be solicitation of the public to travel by the buses or anything of the nature that constituted plying for hire.

Mr. Justice Farwell held that on the facts of the case Mr. Sharp had been plying for hire in the City of Manchester. He said that if a person ran buses regularly through the streets on a fixed route at fixed times and regularly stopped at particular places to allow passengers to alight, and had offices where people could buy tickets and get on the buses, in his opinion that person was certainly plying for hire. He did not think it necessary for there to be solicitation in the way of advertisements or by persons calling out or attracting attention by means of that kind. He, accordingly, granted the Corporation an injunction restraining Mr. Sharp from plying for hire within the City with costs excepting the costs occasioned by the claim they had abandoned. Mr. Sharp now appealed.

Mr. Manning, K.C., for the appellant, contended that when the legislature had created a new offence and imposed a penalty that was the only remedy, the Court would not interfere by injunction unless there was also involved the protection of property rights. There was no property involved in this case and, therefore, the only remedy was a fine, no alternative of imprisonment being provided. The result of Mr. Justice Farwell's decision was that Mr Sharp might find himself committed to prison after the granting of the injunction and that would be imposing a penalty the legislature had not thought fit to impose. That, contended counsel, was contrary to a number of legal decisions.

The Master of the Rolls: I understand that Mr. Sharp has been fined several times for this offence.

Mr. Alexander Grant, K.C. (for the Corporation), Yes, 47 times.

The Master of the Rolls: He may find it cheaper to go on without a licence and pay the fines. In that case there is no method of enforcing the law and the only thing to do is to invoke the intervention of the Attorney General.

Lord Justice Laurence: What remedy does Mr. Manning suggest. Mr. Sharp has been fined for the offence all these times and how long is it to go on?

Mr. Manning: It may be that if it goes on the Corporation may have to seek wider powers. But, the fact that they may have to do that does not give them jurisdiction which, at present, I suggest they do not possess.

Mr. Grant, K.C., supported the decision of Mr. Justice Farwell and argued that the proceedings were perfectly in order, because there had been an infringement of public rights. Mr. Sharp, in addition to being fined 47 times at Manchester had been prosecuted 98 times at Stockport.

Mr. Manning, K.C.: We have nothing to do with Stockport, I rather think they welcome our buses there now. (Laughter.)

Their Lordships dismissed the appeal with costs.

The Master of the Rolls, in his judgment, said the question for decision was whether or not it was possible to grant an injunction on the facts which were not in dispute, or whether Mr. Sharp was right when he argued that the sole remedy for the enforcement of the law was the penalty of a fine as imposed by the provisions of Parliament. They had been told that Mr. Sharp had been fined 47 or 48 times and there had been twelve convictions of his employees. Therefore, on about 60 occasions attempts had been made to enforce compliance with the terms of the Act without effective result. Mr. Sharp continued to go on as previously and he (his Lordship), understood that the position was that the fines being so much and the business done by Mr. Sharp's vehicles so much, it was quite possible that Mr. Sharp could bear the burdens of the fines and yet make a profit while neglecting to obey the provisions of the law.

In the circumstances the Attorney General had acted on behalf of the Corporation on the assumption that it was necessary in the public interest that the law should be enforced and the legal authorities, as already decided, supported that course seeing that the Attorney General held the view that the attempts made hitherto to enforce the law had not been efficacious. Therefore, on the point, which was of considerable interest, raised by Mr. Sharp the Court would hold that there was remedy by injunction and the mere fact that a penalty by fine was available under the statute, did not exclude the remedy sought by the Corporation through the Attorney General.

Lords Justices Laurence and Romer concurred.

SMOKE FROM STEAM VEHICLE.

IN the Dublin District Court, before District Justice Cussen, Thomas McDonald was summoned for using on the public road at Fairview, Dublin, a locomotive not constructed on the principle of consuming its own smoke, and not fitted with an apparatus to prevent the escape of sparks.

Expert evidence was given to the effect that there was no apparatus in existence which could prevent a coal-driven vehicle from smoking either when standing still, or just starting up.

District Justice Cussen decided to dismiss the case on the merits, and remarked that there was no point in issuing these summonses unless the Civil Guards were in a position to produce expert evidence, and had legal assistance. The Civic Guard in this case had discharged his duty, and it was not fair that he should have been asked to conduct such a summons without the assistance of the State Solicitor, and the support of skilled witnesses.

Mr. E. H. Burne, Solicitor, appeared for the defence.

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Forwarding, Shipping & Clearing Agents,

KARACHI

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Grindlay & Co.
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Neale & Wilkinson, Ltd.
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European & General Ex. Co.
Stockwell & Co.
Crowe & Co. (London) Ltd.
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Pitt & Scott, Ltd.
Lep Transport & Depository, Ltd.
Sutton & Co.
Northern Transport Agency (London), Ltd.
R. & J. Park, Ltd.
Henry Johnson, Sons & Co.
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World Transport Agency Ltd.
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Air Transport Notes.

Imperial Airways. England-Egypt-India Air Route.—On page 480 of our June issue we referred to Imperial Airways summer services. We are informed that arrangements have now been made for the operation of the section between Skopje and Salonica by air, in place of night train, so that with the exception of the short section between Alexandria and Cairo the whole of the England-India service is now operated by air, but the fares, freight and insurance rates remain unchanged.

Table Top Flying Lessons. Latest Shell-Mex Enterprise.—A unique machine to teach the elements of flying has just reached this country and was shown by Shell-Mex, Ltd., to a gathering of aeroplane experts in London recently. It is the first of its kind in this country and has aroused the keenest interest amongst those who have seen it. The idea is to reproduce as far as possible the conditions in a pilot's seat, to teach the feel of the controls and to show how they actually operate and how they cause the craft to execute certain manœuvres. The "pilot," therefore, is provided with a real joy-stick, a rudder bar and throttle, etc., exactly as in the cockpit of a modern aeroplane. These are fitted under a table at which he sits. On the table at his eye level is a large glass case with, at the forward end, a motor and propeller to project a wind of up to 70 m.p.h. through it, this being controlled by the opening of the throttle. In the centre of the case is a captive aeroplane in model form, and the rear end of the case is open so that the pilot will feel the wind in his face exactly as in real aircraft. The model, which is a miniature monoplane of about 18 ins. span, is free to rise and fall on a vertical shaft, through which the controls pass to the aeroplane, and is so pivoted that it can assume the positions of banking, climbing, or diving. It has all the control surfaces of a full-sized aeroplane, and these are all operated by the pilot's controls referred to above. When the throttle is opened and the gale starts the machine can be taken off, banked, stalled, dived, etc., and finally landed. The Curtiss Wind Tunnel, as it is called, is an American invention, the European rights of which have been acquired for some time to come by Shell-Mex, Ltd., who intend to demonstrate it extensively as part of their campaign to popularise flying in this country.

Stores Officers—Royal Air Force. Permanent Careers for Young Business Men.—The Air Ministry announces that about 5 vacancies for permanent commissions in the Stores Branch of the Royal Air Force will be offered for competition among young men of between 23 and 25 years of age on 1st January, 1931, who have had not less than five years' business experience in a firm of standing. From among those who apply a limited number of candidates will be selected to proceed to the examination, which will be held in London in the latter part of October, 1930, and will consist of two parts, an interview before a board and a written examination. The written examination will be of such a character that men of good general education can take it without special study. Accepted candidates will be gazetted to commissions as Pilot Officers on probation and will receive six months' training in their future duties. After a year's satisfactory service they will be eligible for confirmation in their appointments and for promotion to the rank of Flying Officer. Promotion above the rank of Flying Officer will be by selection, subject to passing a qualifying examination. The emoluments of Officers in the Stores Branch, including the value of quarters, rations, and services in kind, or cash allowances in lieu range from approximately £345 a year for an unmarried Pilot Officer, and £379 a year for a Flying Officer on promotion, to £1,159 a year for a married Group Captain (the higest rank for which provision is made). The expenses in Royal Air Force messes are strictly regulated so that Officers, even of the most junior rank, can live upon their pay. Application should be made to the Secretary, Air Ministry (S.7), Kingsway, London, W.C.2, for the regulations and for application forms. Completed application forms should reach the Air Ministry by the 15th August next, or at the latest by the 1st of September.

Royal Air Force—Aircraft Apprentices. 500 Vacancies for Educated Boys.—The Air Ministry announces that five hundred aircraft apprentices, between the ages of 15 and 17, are required by the Royal Air Force for entry into the Schools of Technical Training at Halton, Bucks., and at Cranwell, near Sleaford, Lincs. They will be enlisted as the result of an Open Competition and of a Limited Competition, which will be held in the near future by the Civil Service Commissioners and the Air Ministry respectively. Boys in possession of an approved first school certificate may be admitted without other educational examinations. Successful candidates will be required to complete a period of twelve years' regular Air Force service from the age of 18, in addition to the training period. At the age of 30 they may return to civil life or may be permitted to re-engage to complete time for pension. Full information regarding the dates of the respective examinations, the methods of entry and the aircraft apprentice scheme generally, can be obtained upon application to the Royal Air Force (Aircraft Apprentices' Dept.), Gwydyr House, Whitehall, London, S.W.1.

Royal Aeronautical Society.—The Council of the Royal Aeronautical Society, at their meeting on June 24th, unanimously elected Mr. C. R. Fairey, M.B.E., F.R.Ae.S., as President designate. Mr. Fairey will assume office at the end of September, 1930, when the Presidency is vacated by The Master of Sempill. The Master of Sempill was elected Chairman of The Royal Aeronautical Society in June, 1926, and took office in October, 1926. In June, 1927, he was re-elected for the year 1927-8. Towards the end of 1927 arrangements were made whereby The Institution of Aeronautical Engineers became incorporated with the Royal Aeronautical Society, and in January, 1928, The Master of Sempill was elected to serve as the first President of the Society under the new rules that had been brought into force to deal with the various questions arising out of the amalgamation. The new rules, amongst other things, abolished the office of Chairman, and considerably altered the duties of the President, bringing them into line with those of other scientific and technical institutions. The Master of Sempill filled the office of President until the Presidential elections took place in June, 1928, when he was re-elected President for the period 1928-9, and in June, 1929, he was again elected for the period 1929-30. The Master of Sempill, having served for the maximum period of time that is allowed by the rules, is not eligible for re-election. At the same meeting the three existing Vice-Presidents were re-elected for 1930-31:—Air Vice-Marshal Sir Vyell Vyvyan, K.C.B., D.S.O., Lt.-Col. J. T. C. Moore-Brabazon, M.C., F.R.Ae.S., M.I.Ae.E., and Mr. H. E. Wimperis, C.B.E., F.R.Ae.S. (Director of Scientific Research), Professor L. Bairstow, C.B.E., F.R.S., F.R.Ae.S. (Zaharoff Professor of Aviation, University of London, and Director of School of Aviation, Imperial College of Science and Technology) was elected an additional Vice-President for the same period.

Go by Imperial Airways.—The popular Tea Flights over London, run by Imperial Airways, commenced on June 14th, and will be run every Friday, Saturday and Sunday afternoon until the end of September. This will be the first year that Sunday Tea Flights have been possible, and this should enable many more people to take advantage of these delightful aerial excursions. The inclusive fare is £2 2s. per passenger. The cities of Liverpool, Manchester and Birmingham are now provided with an air service giving a direct link with most of the important cities in Western Europe. This service, which is the outcome of negotiations between the Corporations of the three cities concerned and Imperial Airways, will operate three times per week in each direction. The timetable has been arranged to give the maximum number of useful connections with the regular daily London-Continental service of both Imperial Airways and foreign companies. Countries as far distant as Sweden and Switzerland will be brought within a day's journey of the Provinces, and in practically each instance the service shows more than a 50 per cent. saving in time over the corresponding journey by land transport. The service is also available for all classes of goods, but for the present, at any rate, mail will not be carried. Full timetables, descriptive matter and posters will be sent to anyone interested on application to Imperial Airways, at Airways House, London, or to their representatives at the Adelphi Hotel, Liverpool, Queen's Hotel, Birmingham, and the Midland Hotel, Manchester.

England-Australia Air Service. Mr. Scullin to Discuss Extension with British Air Minister.—Mr. Scullin, the Australian Prime Minister, stated recently that during his forthcoming visit to England for the Imperial Conference he would discuss with Lord Thomson, the British Secretary of State for Air, the development of the air service between Britain and Australia. The Australian Government was naturally sympathetic towards the project, but many important considerations would have to be taken into account, including finance. Australia's share of the subsidy for the Singapore-Australia link would, he said, amount to £600,000 spread over five years.

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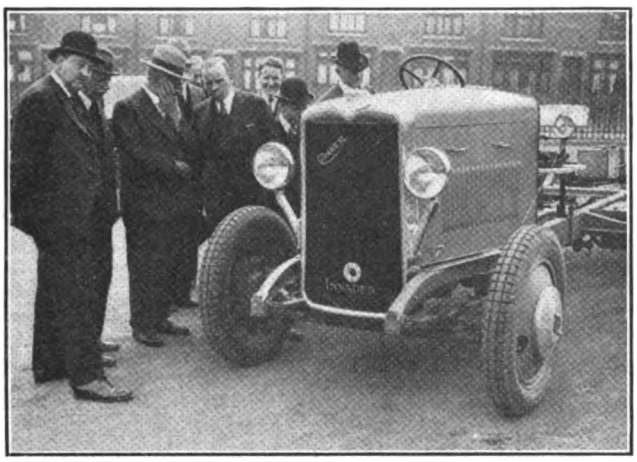
Mr. J. H. Thomas and the Australian Ex-Premier visit Humber's.

THE Right Hon. J. H. Thomas, Minister of State for the Dominions, and the Right Hon. S. M. Bruce, Ex-Premier of Australia, on June 12th, paid a visit of inspection to the Humber and Hillman works at Coventry.

After seeing the vast work of re-organisation which is now approaching completion, and after inspecting the various models, particularly the Humber "Snipe" and the Hillman Straight Eight, Mr. Thomas addressed a great assembly of workers during their dinner hour.



THE RT. HON. J. H. THOMAS INSPECTING THE COMMER "INVADER" CHASSIS (FOR 20 PASSENGERS) DURING HIS VISIT TO THE HUMBER & HILLMAN FACTORIES AT COVENTRY.

In the course of an extremely witty and forceful speech, he said that there was no solution to the problems of unemployment except by getting more customers for our products. "Road work," he continued, "for which I sanctioned an expenditure of one hundred million pounds, can be but a temporary relief. The real problem is to find permanent employment for the technical craftsman whose skill has contributed so much to the traditional excellence of British workmanship. We are not handicapped for brains, skill, energy or willingness to work, but merely because we have not applied ourselves to the changed conditions of to-day.

"Last year the world production of cars was 6,000,000, of which Great Britain only contributed 211,000. The Dominions and Colonies took 600,000; 85 per cent. of these were American, and of the remaining 15 per cent. not all were British. During the last fifteen years the average return on capital in the American motor industry was 17 per cent.; in our industry over the same period there were only two concerns who paid any dividends at all.

"That is why I am so impressed with what I have seen at the Humber works, both in the cars and the shops themselves. There is no industry that offers such great opportunities for employment. I congratulate this firm on its foresight and on the progress made towards reduced costs and increased production which alone are the foundations of permanent prosperity."

Mr. Thomas was followed by Mr. S. M. Bruce who remarked that as a private individual he was able to say what he could not in his former position as Premier, namely, that he strongly objected to the Americans getting away with the greater proportion of the Dominions trade. In motor cars alone he calculated that in the three Southern Dominions, Australia, South Africa and New Zealand, there was a market worth no less than £18,000,000 a year. He had had some hard things to say of British manufacturers when he attended Imperial Conferences some years ago, but what he had seen at Humbers to-day showed him that there was now no cause for criticism.

"I have a Humber 'Snipe' myself" he said, "and I am satisfied that this is definitely the car the overseas motorist wants. I have had wonderful service from it including an arduous tour in France of 2,500 miles and another in Scotland of 1,500 miles and not a moment's trouble yet. Go on producing a car like this and you have the world markets at your feet."

Amongst the guests was Sir George May, head of the Prudential Assurance Co., who, in a speech after the luncheon, referred to Messrs. Rootes's million-pound scheme for establishing service stations throughout the world.

Messrs. Thomas and Bruce also spoke again after the luncheon, the former paying a striking tribute to the achievements of the Rootes brothers, whose spirit of enterprise and high endeavour he cited as an example to all ranks in British industry.

Horses and Present-Day Roads.

THE horse still plays an important part in transport operations especially for short hauls, and one important factor militating against a greater return to the horse is the hard and slippery condition of many of our roads to-day.

Nearly 10 years ago the Ministry of Transport carried out extensive experiments with numerous road-surfacings in different parts of the country, and it was found that, owing to varying climatic conditions, all road-surfacings were affected at different periods of the year.

Attention was then given to experimenting with special shoeing to solve the problem, and it was found that Gray's Patent Flexible Bridge Fittings were most likely to overcome the difficulties referred to, and these, we understand, were sent out to 22 different counties for testing purposes, and the results were published in a White Paper which recommended the adoption of this method of shoeing where difficulties were encountered.

The Gragrip method of shoeing is really the naturalising of the horseshoe for the reason that the flexible steel bridge (when riveted to a shoe) supplies that shoe with an ever-clean, resilient road or ground-bearing surface (the equivalent of turf) against which the natural frog itself is enabled to correctly and healthily function, just as though the horse were unshod.

Undoubtedly, whenever there is an initial outlay, one's first consideration is justification for same, but the recordings of practical trials appear to prove that Gragrip Shoeing pays for itself by reduced number of shoeings necessary, when applied, which is accounted for by the reason that cutting out frictional wear on shoes slipping creates, brings this about.

Modern veterinary standard works have given special attention, to correct and practical shoeing, to overcome the difficulties on slippery roads, and, perhaps, in the hope of helping horse owners we might quote from one of these in the words written by Mr. F. Caulton Reeks, F.R.C.V.S., in his work, "Diseases of the Horse's Foot," published 1925 (Bailliere, Tindall & Cox, London, 21/-), as follows:—"Rather, we think, the horse owner and the public generally should be educated, so that in this matter they will appreciate at its true value, the fact that this method of shoeing gives to the frog, as nearly as possible, that amount of work nature intended it should perform, and so maintains a proper preservation of the foot. . . . It follows as a corollary that, apart from its anti-slipping qualities, it may be recommended as a preventive of many diseases to which the foot is subject and any predisposition to disease given a decided check."

Professor Wooldridge, F.R.C.V.S. (Royal Veterinary College, London), in his "Encyclopædia of Veterinary Medicine, Surgery and Obstetrics," says: "By its use one gets all the advantages of a bar shoe, and it has the further advantage of being lighter, prevents slipping and reduces concussion."

With this method of shoeing a horse can pull heavier loads over smooth, hard roads than it could over the rough pot-hole roads of days gone by; further, a shock-absorbing road grip is assured the horse during full life of shoes, and feet and legs are greatly benefitted which must increase the working life of the animal, thus reducing horse depreciation to a minimum and expediting horse transport to the maximum.

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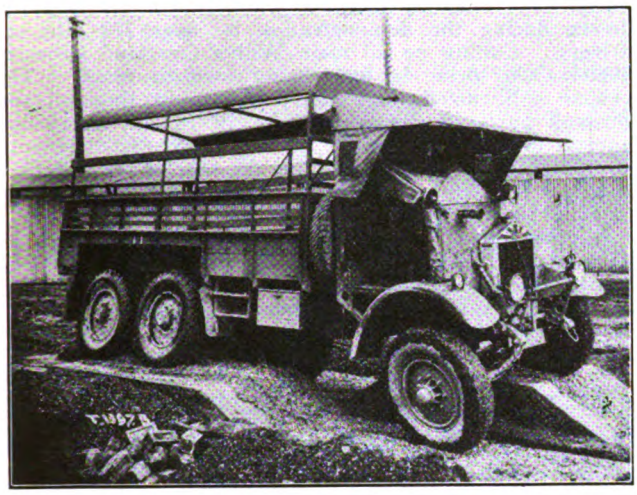
Motor Notes.

Albion Six-Wheelers for India.—The six-wheeled vehicle is being largely adopted by various governments for military purposes owing to its ability to travel over broken ground and to climb unusually severe gradients. The Albion six-wheeler illustrated is one of a large contract for the Government of India, running over a special test track at the Albion Motor Company's Works, Scotstoun, Glasgow.



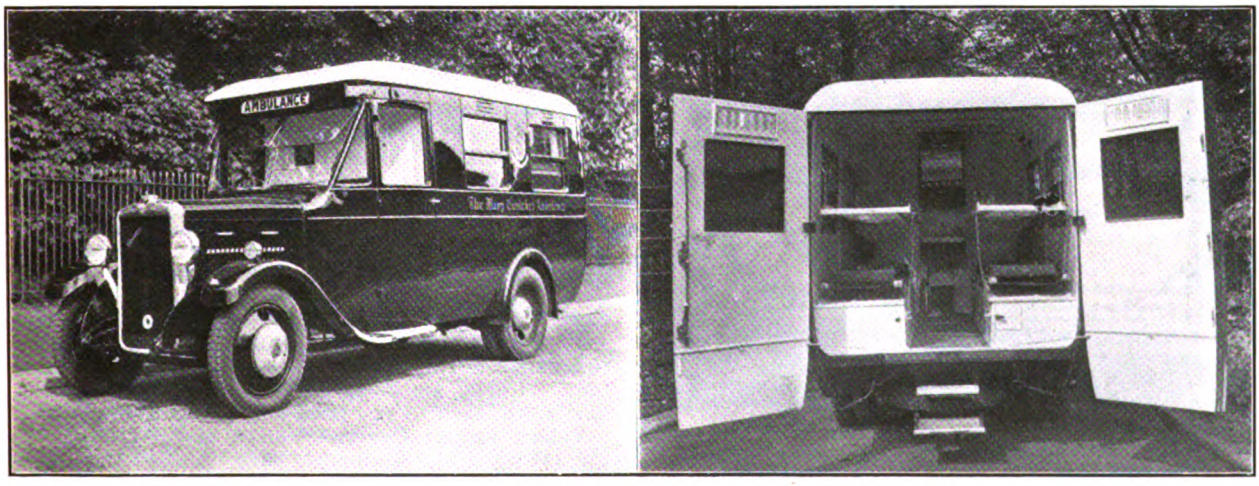
SHOWING TYPE OF ALBION SIX-WHEELER BEING SUPPLIED TO THE INDIAN GOVERNMENT.

A Smart Brewer's Van.—The van shown in the accompanying photograph was lately built and mounted on a Thornycroft A.2. chassis by Wadham Bros., Waterlooville, Hants., for Brickwood & Co., Ltd., the well known brewers

A VAN BY WADHAM BROS., MOUNTED ON A THORNYCROFT A.2. CHASSIS.

A Commer Ambulance.—The first aid van shown in the photograph is known as the Mary Coulcher Ambulance and has recently been delivered to the St. John's Ambulance Association, Ipswich branch. The chassis was supplied by Commer Cars, Ltd., Luton, and is that firm's six-cylinder type. The body was constructed by Messrs. Newnes, of Thames Ditton, and is complete in every respect for dealing expeditiously and thoroughly with any accident. Five stretchers are provided together with lockers for carrying supplies of blankets, bandages, etc., of Portsmouth. It is one of a fleet of 8 Thornycroft vehicles which the firm uses.

Scammell Lorries in Glasgow.—We are advised that Scammell Lorries, Ltd., 52-54, High Holborn, London, W.C.1, have opened a new depot at 68/70, Paterson Street, Glasgow, which will be in charge of the firm's Scottish representative, Mr. J. D. Allan. An adequate stock of Scammell spares for all models will be available and ample accommodation is provided for garaging and the execution of repairs. In addition to service, the premises



EXTERIOR AND INTERIOR VIEWS OF THE COMMER "MARY COULCHER" AMBULANCE.

Purda glass is fitted in the windows, sorbo mattresses to the stretchers, and the interior of the ambulance is heated by means of the exhaust. There are seats for two nurses fitted at the end of each locker, level with the stretchers and between these there is a folding wash basin with a water tank.

Hawkes Safety Glass.—We have received from Hawkes Safety Glass Co., Globe Works, Bromsgrove Street, Birmingham, a firm which has been engaged in the glass industry for the past 70 years, a new price list catalogue and area calculator. The area calculator consists of a table from which the areas of the glass required are easily calculated and the prices can be obtained by reference to the price list. The firm states that the reason for compiling this publication is that they have long realised the difficulty existing in the minds of prospective purchasers as to the cost of refitting a car with safety glass.

will be the firm's headquarters for sales in Scotland and all information concerning their products can be obtained from there.

Guy Birmingham Agents.—Messrs. Burton & Cole, 269a, Moseley Street, Birmingham, have been appointed sole distributors for Guy vehicles in the Birmingham area. Mr. R. P. Burton, the proprietor of this business, who was for a long time associated with the firm's previous distributors, namely, Caves Motor Agency, as general and sales manager, is familiar with all Guy products and the

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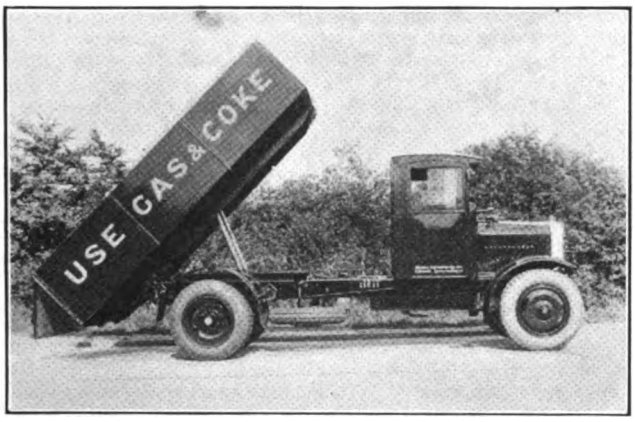
firm is equipped to carry out complete overhauls, etc. Messrs. Caves agency was discontinued and the present Guy agency is being operated in the same premises as the previous agency.

Dennis Vehicles in Rochdale.—The Borough of Rochdale own a fleet of over 40 Dennis vehicles which are used in many different capacities and they have just added the machine shown in the photograph. Attractive lines are afforded by the all-enclosed cab and the capacious steel lined body, the sides of which are made somewhat

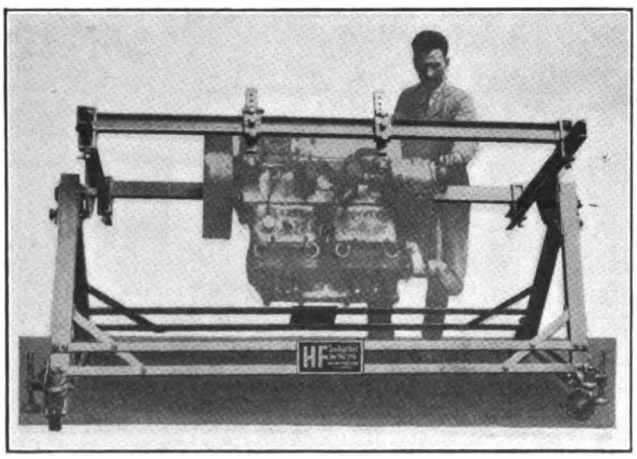


THE DENNIS 6-TON TIPPER REFERRED TO IN TEXT. NOTE THE HIGH TIPPING ANGLE.

higher than standard. The carrying capacity is 6 tons. A hinged tail-board is fitted and hydraulic end tipping gear. Pneumatic tyres are fitted 40 in. by 8 in. single front, twin rear.

SKF Bearings.—The Skefko Ball Bearing Co., Ltd., Luton, have issued their new general catalogue of SKF ball and roller bearings. It is the most comprehensive catalogue of types and sizes of radial and thrust bearings which so far has been published, for it includes five distinct types of SKF ball and roller radial bearings as well as single and double thrust bearings. An innovation in this new catalogue is a diagramatic index by which quick reference can be made to the type and to each series in that type.

H.F. Improved Universal Engine Stand.—The H.F. engine stand has been built as the outcome of careful study of garage requirements. It gives the greatest possible accessibility to every part of the engine and is operated without effort, enabling the mechanic to con-



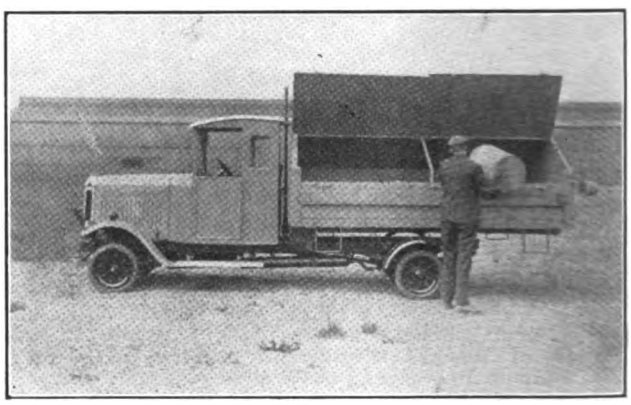
THE H.F. IMPROVED UNIVERSAL ENGINE STAND.

centrate his full attention upon the work in hand. Particular attention has been paid to securing as close coincidence as possible between the centre of gravity of the mounted engine and the pivots of the stand, this being of special importance when the ungeared model is used. A multiplicity of operating positions is available simply by turning the engine over to the required angle, either by hand, or, in the geared model, by worm and worm wheel mechanism. The stand is made for 4-point suspension, a special strap being supplied for 3-point suspension if required. It is supplied by Harvey Frost & Co., Ltd., 148-150, Great Portland Street, W.1.

Float-on-Air Cushions.—"Float-on-Air" cushions are now used for a very great variety of purposes in addition to fittings for motor cars. David Moseley & Sons, Ltd., Ardwick, Manchester, have issued a catalogue showing their various popular uses such as beds for yachting, boating and camping.

A Strenuous Test.—Willys Overland Crossley, Ltd., the Stockport Motor Manufacturers, have organised a 10,000 miles test of a Willys-Manchester 30/35-cwt. lorry with full load. This run will take approximately 2 months to complete and will be confined entirely to this country. The start was made during the third week in June. The lorry has an entirely standard chassis and a special publicity body. One of the most ingenious features is a special board on top of the body on which are mounted pennants showing the dealers covering the territory over which the vehicle passes. The Manchester is being driven during the demonstration by over 300 different drivers. Calling on all main Willys Overland Crossley dealers who drive in turn from town to town. The vehicle will run through every county in England and through parts of Scotland, and will call at every important town in the country, giving all interested persons an opportunity of seeing it. On the rear of the body is a specially constructed design in the shape of the map of England on which the route is carved out.

A New Bean Refuse Collector.—Bean Cars, Ltd., of Tipton, have recently placed on the market a new 30-cwt. low loader refuse collector as shown in the accompanying photograph. The price is £360. The tyre equipment is 22 in. by 3½ in. solids, twin rear. The body has special spring loaded lids and a capacity of six cubic yards.



THE BEAN 30-CWT. LOW-LOADING REFUSE COLLECTOR.

R. Cadisch & Sons' New Catalogue.—The new edition is in similar style to previous issues, but is larger, more comprehensive and a great improvement in every way. The printing is clear and easily legible, and the contents are arranged in such a way as to be very easy of reference. The book contains 654 pages, divided into six sections, each of which is thumb marked. These sections are as follows:—1. Motor accessories. 2. Austin. 3. Morris. 4. Motor cycle. 5. Garage equipment and tools. 6. Side lines. The Austin and Morris sections are unusually comprehensive, and contain details of a wide range of replacement parts at highly competitive prices. The Garage equipment section covers every branch of the service field, and is absolutely up-to-date in every respect. The catalogue is well bound in stiff covers, and is the most complete reference work of its kind available at the present time. Copies are being distributed to all customers, and one will be sent to any bona-fide trader on application.

Vulcan Export Orders.—Vulcan Motor & Engineering Co. (1906), Ltd., Southport, have received the following export orders:—A 30-cwt. normal and forward control chassis for Australia, 50-cwt. normal control chassis for Hong Kong and 30-cwt. normal control chassis for Buenos Aires.

High-grade Chamois Leathers for Coachwork.—Andrew Page & Son, Ltd., motor accessories factors, of 99 Albion Street, Leeds, market special "Seal Brand" high-grade, hand-dressed chamois leathers, which are guaranteed not to scratch the finest coachwork. All the skins are consistently sized and neatly and separately packed in transparent cartons, thus preventing the leathers from becoming soiled before use. Prices range from 4/- and the firm can deliver any quantity from stock.

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County Court Judgments.

THE following returns from the Registry of County Courts' Judgments, Whitehall, have been received relating to judgments entered up in the respective County Courts of England and Wales. Publication does not imply inability to pay. Many judgments may have been settled between the parties or paid. Judgments settled otherwise than through the Court may appear unless "satisfaction" is entered up within twenty-one days from judgment or allocatur. Registered judgments are not necessarily for debts. They may be for damages or otherwise, they may relate to actions *bona fide* contested between the parties, or they may be against defendants, liable in a representative capacity, and not personally; but no distinction is made on the register. Judgments are not returned to registry if satisfied in Court books within twenty-one days.

A. & M. Edwards, Woolgrove Road, Walsworth, Herts., haulage contractors. £47/15/0. April 29th.
Blue Line Coaches, Albion Street, Broadstairs, Kent, transport contractors. £40/11/1. April 4th.
Sydney Durbridge, St. John's, Parkhurst Road, Bexley, Kent. cartage agent. £58/0/10. April 10th.
Jno. M. Dunn, 204 Strand Road, Bootle, Lancs., furniture remover. £39/3/8. April 29th.
A. Walsh, 20 Willis Road, Cherry Tree, Blackburn, Lancs., carrier. £31/12/8. April 25th.
D. & C. Transport Co., Vyner Mills, Vyner Street, Cambridge Heath, London, E., haulage contractors. £38/16/6. April 30th.
Shaw & Kirby, 28 Southgate, Hornsea, Yorks., haulage contractors. £100/13/0. April 10th.
Norman Bell & Co., Town Quay, Southampton, carriers. £40/10/0. April 29th.
Wm. Jno. Gibson, Headcorn, Kent, carrier. £35/1/9. April 30th.
Arthur Kitcher, 5, Horsell Moor, Woking, Surrey, carman and contractor. £39/14/0. May 5th.
J. E. Day & Co., Blakeridge Lane, Batley, Yorks., haulage contractors. £28/2/1. April 30th.
F. W. Hollands, Brooklands, Queen's Road, Newbury, Berks., and E. E. Hollands, (his wife), haulage contractors. £35/4/6. May 10th.
Alice Baker and A. Parnell, Derwent Street, Derby, (Trading as Standard Haulage Co.), haulage contractors. £39/0/3. May 6th.
Erith Motors, Ltd., North End, Erith, Kent, haulage contractors. £22/6/5. May 13th.
Geo. Wilson, 3, Harbord Terrace, Waterloo, Liverpool, (Trading as Wilsons Transport Co.), haulier. £24/7/7. May 10th.
R. E. Currington, 59, Marine Parade, Great Yarmouth, Norfolk, motor coach proprietor. £59/13/0. May 15th.
J. S. Wright, Parkfield Road, Wolverhampton, haulage contractor. £44/0/5. May 7th.
Herbert Archer, 92, Upper Richmond Road, London, S.W., haulage contractor. £27/0/3. May 18th.
Clarke's Garage, Ltd., 251a, Tooley Street, London, S.E., cartage contractors. £47/2/1. April 24th.
Wm. Share, 16, Himley Road, Dudley, Worcs., haulage contractor. £43/19/5. May 14th.
L. J. Taylor, 22, Prescott Road, Stourbridge, Worcs., haulage contractor. £33/0/7. May 14th.
Sam Silverwood, Bungalow next Miners' Arms, Doncaster Road, Mexbro', Yorks., haulage contractor. £25/5/9. April 30th.
Derwent Haulage Co., Dene Cot., Busty Bank, Burnopfield, Durham, haulage contractors. £28/18/0. May 17th.
Sidney Beaver, 63, Junction Street, Ancoats, Manchester, carrier. £31/3/11. May 20th.
Kirkhams Express, 614, Lytham Road, Blackpool, transport contractors. £36/1/2. May 14th.
Clintonian (Road Transport), Ltd., 164-170, Mare Street, Hackney, London, E., transport factors. £30/3/9. May 23rd.
Bert Whiting, 2a, Landfield Street, Clapton, London, E., meat carrier. £15/3/2. May 14th.
Alf. E. Mower, Ivy Cott., Whatfield, Nr. Ipswich, Suffolk, carrier. £54/7/10. May 8th.
A. J. Pullin, London Road, Ipswich, Suffolk, haulage contractor. £31/11/0. May 14th.
J. G. Woollam, 26, Gt. Guildford Street, Southwark, London, S.E. £33/10/1. May 12th.
Fred Head, 68, Norbury Road, Eccleshill, Bradford, Yorks., carter. £32/4/4. May 23rd.
C. Heath, 11, Prescott Street, Halifax, haulage contractor. £29/9/9. May 21st.

The Gazette.

Dissolutions of Partnerships.

ALFRED CORK, the elder, ALFRED CORK, the younger, and WILLIAM HENRY CORK, trading as A. Cork & Sons, haulage contractors, 378, Stockport Road, Levenshulme, Manchester. 31st May, 1930. All debts by Alfred Cork the younger and William Henry Cork who will continue.

GEORGE WALTER SARGEANT and FRED WHEATLEY, trading as Sargeant & Co., 148, Bucknall New Road, Hanley, Stoke-on-Trent, haulage contractor. 18th June, 1930.

The Bankruptcy Acts, 1914 and 1926. Bankruptcy Proceedings.

HAROLD WATCHORN, 24, Cinder Bank, Netherton, Dudley, Worcestershire, late The Market Place, Blackheath, Staffordshire, haulage contractor, etc. Receiving order and order of adjudication, May 22. Public examination June 25, at Dudley.

WALTER JOHN DIXON, 20, Ryde Avenue, Ryde Street, Kingston-upon-Hull, haulage contractor. Receiving order and order of adjudication, May 19. Public examination June 23, at Hull.

HERBERT WILLIAM CORNFOOT, The Star Garage, Dover Street, Canterbury, Kent, haulage contractor, etc. Receiving order and order of adjudication, May 28.

HERBERT WILLIAM LANE, Red House Farm, Kingerby, near Market Rasen, Lincolnshire, late Dereham Road, Watton, Norfolk, haulage contractor. Receiving order and order of adjudication, May 26.

THOMAS HENRY DENNIS, 176, 178 and 195, Denman Street, Nottingham, haulage contractor, etc. Receiving order and order of adjudication, May 26. Public examination July 3, at Nottingham.

Notices of Intended Dividends.

GEORGE WILLIAM HAYES, haulage contractor, Cheam House, Park Lane, Macclesfield, Cheshire. No. 6 of 1929. Claims to Cyril John Pyke, 12, Lonsdale Street, Stoke-on-Trent. Official Receiver.

GEORGE JORDAN, Allbrighton, near Wolverhampton, and Station Yard, Allbrighton, near Wolverhampton, Shropshire, general haulier, etc. No. 4 of 1930. Claims to Cyril John Pyke, 22, Swan Hill, Shrewsbury. Official Receiver.

FREDERICK JOHN GOODENOUGH, trading as F. & A. Goodenough, 67, Parchment Street, Winchester, Hants, haulage contractor, etc. No. 4 of 1929. Claims to Harold John Ernest Batchelor, 44, Above Bar, Southampton.

WALTER HENRY PRATLEY, Hill Crest, Westfield, Wyke, near Bradford, formerly 60, New Road, Halifax, haulage contractor. No. 17 of 1929. Claims to John Osborne Morris, 12, Duke Street, Bradford. Official Receiver.

SYDNEY EDWARD TEMPLE, 75, Sheep Street, Northampton, haulage contractor, late Rothersthorpe Road, Far Cotton, Northampton. No. 19 of 1929. Claims to Henry Claude Palmer, Kingham Chambers, Abingdon Street, Northampton.

JOHN WOOLLAM, Marsh Lane Garage, Preston, Lancashire, haulage contractor. No. 5 of 1930. Claims to Harold Parker, 9, Cannon Street, Preston. Official Receiver.

ALBERT ROYAL SINGLETON, 67, Severn Street, Kingston-upon-Hull, general carrier. No. 4 of 1927. Claims to Joseph Edward Danthorpe Stickney, 37, Scale Lane, Hull. Official Receiver.

Notices of Dividends.

THOMAS JEPSON, Radley Common, Houghton Green, near Warrington, Lancashire, haulage contractor. No. 4 of 1930. First and final of 3s. 1½d. in the £ payable at the Office of the Official Receiver, Government Buildings, Victoria Street, Liverpool.

GEORGE BEND, 16, Hawthorn Road, Hale, Cheshire, general carrier. No. 93 of 1929. First and final of 9½d. in the £ payable at the Official Receiver's Offices, Byrom Street, Manchester.

JOHN DUERDEN, 34, Hollingreave Road, Burnley, Lancashire, haulage contractor. No. 33 of 1929. First and final of 1s. 3½d. in the £ payable at the Official Receiver's Office, District Bank Chambers, Blackburn.

ALFRED HOLMES, 63, Bridgeman Street, Bolton, Lancashire, haulage contractor. No. 54 of 1929. First and final of 1s. 8½d. in the £ payable at the Official Receiver's Offices, Byrom Street, Manchester.

JOHN STEPHEN HAWKER (separate estate), 88, Maple Road, Longmead Avenue, Bristol, late trading in co-partnership with another. 9, Sydenham Road, Cotham, Bristol, haulage contractor. No. 36 of 1929. First and final of 10s. 9d. in the £ payable at the Official Receiver's Offices, 26, Baldwin Street, Bristol.

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New Companies.

Lorry Transport, Limited. (248,225). — Private company. Registered May 20th. Capital £900 in 400 10 per cent. participating preferred shares of £1 and 10,000 ordinary shares of 1/- each. Objects: To acquire the business of the Lorry Transport Co. now carried on at 40 Borough High Street, S.E.1, haulage contractors, and all the rights, titles and interests of A. Davis in various agreements. The directors are: A. Davis (permanent managing director), L. Thompson. Secretary: A. Davis. Registered office: 40 Borough High Street, S.E.1.

Haythornthwaites, Ltd. (248,222).—Private company. Registered May 20th. Capital £1,000 in 10/- shares. Objects: To carry on the business of haulage and transport contractors, motor and mechanical engineers, hauliers and general carriers of passengers and goods, garage proprietors, etc. The first directors (to number not less than 2 nor more than 5) are: H. Haythornthwaite (permanent managing director), Mrs. N. Haythornthwaite.

Cadman's Services, Ltd. (248,237).—Private company. Registered May 21st. Capital £500 in £1 shares. Objects: To establish and carry on public motor services, and to carry on the business of proprietors and users of motor omnibuses, char-a-bancs, touring carriages, etc. The directors are: M. Cadman, H. Barton (both permanent, subject to each holding 50 shares).

W. Body, Ltd. (248,286).—Private company. Registered May 22nd. Capital £500 in £1 shares. Objects: To carry on the business of cartage, haulage and transport contractors, garage proprietors, motor vehicle owners, etc. The first directors are to be appointed by the subscribers.

Alfred Bell (Newcastle), Ltd. (248,320).—Private company. Registered May 24th. Capital £2,000 in £1 shares. Objects: To acquire the business of a furniture remover and haulage contractor carried on by G. W. Weir at Newcastle-on-Tyne as "Alfred Bell," and to carry on the business of shipping and forwarding agents, rail, road and ship agents, etc. G. W. Weir is the first director. Secretary: Edna Weir. Registered office: Higham Place, Newcastle-on-Tyne.

Barker Manufacturing & Transport Company, Ltd. (248,332). — Private company. Registered May 24th. Capital £1,500 in £1 shares. Objects: To adopt an agreement with W. H. Barker; to acquire patents and inventions; to manufacture and deal in machinery and plant, and to carry on the business of general carriers, haulage contractors, carmen, motor contractors, motor lorry, omnibus, coach, van and general and steam trolly proprietors, etc. The first directors (to number not less than 2 nor more than 5) are: W. H. Barker (permanent director and chairman), W. Barker.

O'Sullivan Brothers, Limited. (8,001).—Private company. Registered in Dublin on May 26th. Capital £1,000 in £1 shares. Objects: To acquire the business of haulage contractors carried on by the O'Sullivan Brothers at 5 St. Muras Terrace, Church Road, Dublin. The directors are: John O'Sullivan, Eugene O'Sullivan. Registered office: 5 St. Muras Terrace, Dublin.

Smiths Transport, Limited. (248,365).—Private company. Registered May 26th. Capital £1,000 in £1 shares. Objects: To acquire the business of a transport and haulage contractor carried on by H. Sheldon at 52 Suffolk Street, Birmingham. The first directors (to number not less than 2 nor more than 5) are to be appointed by the subscribers.

Wickford Omnibus Services, Ltd. (248,384).—Private company. Registered May 27th. Capital £2,000 in £1 shares. Objects: To carry on the business of a passenger, carrying, and general transport service, and that of omnibus and garage proprietors, etc., formerly carried on by G. W. Spurling, of Runwell Road, Wickford. The directors are: G. W. Spurling (managing director), C. E. G. Hallett. Secretary: C. E. G. Hallett. Registered office: Runwell Road, Wickford.

General Travel Bookings, Ltd. (248,395).—Private company. Registered May 28th. Capital £100 in 5/- shares. Objects: To acquire the business of tourist agents heretofore carried on by R. Holt, trading as "General Travel Bookings" at St. Peter's Square, Manchester, and to carry on the business of proprietors of motor coaches, motor cars, ships and boats, aeroplanes, etc. R. Holt is permanent managing director.

Crimson Rambler Coaching Service, Ltd. (248,448).—Private company. Registered May 30th. Capital £100 in £1 shares. Objects: To acquire the business of the motor coaching service heretofore carried on by A. E. Cartlidge at Brooklands, Waldegrave Road, Teddington. A. E. Cartlidge is permanent managing director.

Mortgages and Charges.

Lacey's (East Ham), Ltd. — Charge on 220 Barking Road and 1 Gillett Avenue, East Ham, and debenture charged on the company's undertaking and property, present and future, including uncalled capital, both dated March 31st, 1930, each securing £2,500. Holder: G. W. R. R. Stewart, 93 High Street, North, East Ham.

H. S. King & Son (Motor Transport), Ltd.—Debenture dated April 1st, 1930, to secure £200, charged on the company's property, present and future, including uncalled capital. Holder: Mrs. F. A. Overton, 76 Courtland Avenue, Ilford.

Richards & Hills, Ltd.—Particulars filed of £575 debentures authorised April 2nd, 1930, charged on the company's undertaking and property, present and future, including uncalled capital, the whole amount being now issued.

Furlongs, Ltd. — Land Registration Charge on Tudor House, High Street, Eltham, dated April 3rd, 1930, to secure all moneys due or to become due from the company to the Westminster Bank, Ltd., not exceeding £8,000.

Satisfactions.

Note: Where the amount "originally secured" is stated, that is not necessarily the amount outstanding at the date of the satisfaction recorded below. There may have been previous partial satisfactions, registered or unregistered. The registration of Satisfactions is not compulsory.

R. A. Dagnall (Haulage Contractor), Ltd.—Satisfaction on March 25th, 1930, of mortgage dated April 12th, 1928, and registered April 16th, 1928. (According to the register of mortgages, the mortgage registered April 16th, 1928, originally secured £1,500).

R. A. Dagnall (Haulage Contractor), Ltd.—Satisfaction (1) to the extent of £2,200 on March 25th, 1930, of mortgage dated December 29th, 1927, and registered January 17th, 1928, securing £4,750, and (2) on April 25th, 1930, of mortgage dated December 29th, 1927, and registered January 16th, 1928, securing £4,200.

NOTICES

The World's Carriers is published monthly, on the 15th of each month. Annual Subscription, including World's Carriers Year Book and Diary, £1 1s., post free.

Advertisement tariff sent on request.

The Editor, while promising to give prompt consideration to any articles, notes, drawings, or photographs submitted, disclaims all liability in connection with contributions sent in voluntarily. If a properly addressed and stamped envelope is forwarded, every effort will be made to return rejected contributions.

Books, pamphlets, prospectuses, and newspapers (the latter having any special item conspicuously marked) should be addressed to the Editor.

All remittances should be made payable to "The Carriers Publishing Company, Ltd.," Bangor House, 68 & 69 Shoe Lane, London, E.C.4, and crossed "Midland Bank, Ltd."

Telegrams: KARRIWORL, LUD, LONDON. **Telephone: CENTRAL 6068 (2 lines).**

Our Information Bureau.

FOR THE INFORMATION OF OUR SUBSCRIBERS we have recorded the names of General Carriers, Furniture Removers, Motor Haulage Contractors, and Forwarding Agents in all parts of the world.

Any subscriber requiring the name and address of a carrier, motor transport contractor, furniture remover, or forwarding agent in any particular town can obtain the information by writing us and enclosing a stamped addressed envelope.

FREE INFORMATION COUPON.

Information and advice can be obtained relating to Road Transport matters and concerning Motor Vehicles, such as Buses, Lorries, Steam Wagons, Delivery Vans and Tractors.

"THE WORLD'S CARRIERS."

Information Bureau Coupon.

JULY, 1930.

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The
World's Carriers
AND
Carrying Trades' Review
A MONTHLY RECORD OF THE CARRYING TRADES OF THE WORLD.

VOL. XXVI.—No. 311. AUGUST 15, 1930. [ANNUAL SUBSCRIPTION, £1 1s. (INCLUDING YEAR BOOK AND DIARY).

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Improving London Traffic.

THE Fourth Annual Report of the London and Home Counties Traffic Advisory Committee, covering the year 1928/9, may be called a humdrum report, but it does not follow, therefore, that a large amount of useful work has not been accomplished. As a matter of fact the reverse is the case, and although the subjects outlined in the report are not such as to call for big headlines in the daily press they nevertheless represent a tremendous amount of good work done by this important Committee. It is well to emphasise that the majority of the members of the Committee are men conducting their own business or occupying very important positions in large commercial undertakings and who give their services to the community without fee or reward. In the introduction it is mentioned that sixteen meetings of the Main Committee were held during the period under review and that Sub-Committees Nos. 1 and 2 held nine and twenty-two meetings respectively, while, in addition, a large number of road and traffic inspections were carried out. This will give an idea of the large amount of time given up by those who are members of the Committee, and all of us engaged in business or living in the wide area covered by their activities owe them a debt of gratitude which it is not easy to overestimate. The Committee published earlier in the year under review a Report on Street Accidents in Greater London, this being the second which they had drawn up, and they also issued a Report on Street Accidents to Children in the same area. These are matters which are exercising the thought and which give anxiety to every member of the community and which fall with special responsibility on the users of road vehicles. The Committee report that the result of the investigations which they made have convinced them that the most effective way of preventing accidents is to lay before all concerned the fullest information as to how they happen. With this end in view they recommended the formation of a Committee to be composed of officers of the Home Office and the Ministry of Transport, together with representatives of the Police, to report on the extent to which this investigation should be made and the procedure which should be adopted. This step was approved by the Minister of Transport, and the Committee has been formed and is now considering these questions. The investigation of the Committee into street fatalities of children led them to make a number of recommendations, including the protection of children to and from school, the provision of playgrounds, and a detailed investigation of all accidents. Such recommendations as to provision of plaques bearing the words "one-way," "look left" or "look right," are amongst the minor experiments carried out by the Committee.

Travelling facilities in north and north-east London; improvements in the dock area; traffic in Bond Street; road improvement schemes in all parts of the London and Home Counties traffic area form other branches of the year's work.

Another section of the Report deals with the closing of streets for works, and a number of cases have been investigated where extensive traffic delays have taken place on important thoroughfares. Those who are in London during August may not consider that any great improvement has taken place in this respect, but the Committee has worked consistently to minimise hindrances to traffic through unavoidable delays and congestion resulting from streets and roads being up for repair work.

The Committee deals in its report with the restriction of the number of omnibuses plying in certain streets within the City of London and the Metropolitan Police District, pointing out that as a result of their advice regulations have been made in this connection. The Minister of Transport has power to make regulations for relieving congestion and facilitating traffic in the London traffic area, but before making such regulations

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the matter in question has to be referred to the Committee for their advice and report. A number of proposed regulations were considered by the Committee during the year under review. This is a very important part of the work of the Committee and one which required not only expert knowledge but impartial judgment to prevent injustice being done to one section or another of the trading community. From time to time alterations have been made in the stopping places for omnibuses and tramcars on the recommendation of the Committee. These alterations may not appear at first sight to be a very important matter, but they are always made after careful consideration, and a personal inspection of the present and prospective stopping places in company with representatives of local authorities and the transport interests concerned. During the year under review omnibuses and tramcar stopping places in 110 different areas were inspected, and recommendations were made affecting 232 stopping places for omnibuses and 156 for tramcars. In this connection the Committee mention that there are about 360 route miles of tramways in the area which they cover, and over 1,000 miles of streets over which omnibuses operate. Traffic signs and notices are amongst the items which have come under the consideration of the Committee as well as the important subject of traffic control signals. Road traffic noises and priority of traffic at cross roads is another subject which has been under the consideration of the Committee in consequence of numerous complaints which had been received relating to excessive noise caused by certain forms of motor vehicles. A valuable report on this subject was drawn up and published by H.M. Stationery Office and issued to all the highway authorities in Great Britain.

This brief review gives some idea of the work of the London and Home Counties Traffic Advisory Committee and is sufficient to show that, while nothing of a spectacular character has taken place, yet the work done has been exceedingly comprehensive and useful to the traffic of the great area covered by the Committee.

Comment on Current Topics.

The Road Traffic Act.

The Road Traffic Bill, which has occupied a considerable amount of space in this journal for many months past, is now an Act, having received the Royal Assent before the Prorogation of Parliament. In this issue we give some further information, and we also have an article specially written for us by Mr. C. le M. Gosselin, Managing Director of H. Viney & Co., Ltd., Preston, who, incidentally, is the President of the Commercial Motor Users' Association, but who, in writing for us, is careful to mention that he is acting in his private capacity. He is a pioneer in road transport and takes a broad view of the industry, which he has served wholeheartedly for many years. The views which he sets forth, while they only deal in a general way with the Road Traffic legislation, will be endorsed by many members of the road transport industry, who look with alarm at the steadily increasing pressure of legislation and Government interference with their business. In our next issue we hope to have two articles dealing with the new Act as it affects both passenger and goods transport by road, so that we do not propose to deal with the subject further until then. It will be noticed in our report that Mr. Morrison, the Minister of Transport, has given approximate dates when he proposes that the different parts of the Act should come into operation, the first of these being on November 1st next, while the part of the Act relating to speed limits is postponed until January 1st, 1931. The portion dealing with road service licences for omnibuses and motor coaches, it is proposed, shall come into operation on March 1st, 1931. At the same time the Minister of Transport states that it might be found necessary to postpone the operation of any section of the Act.

Civil Aviation.

Since our editorial in the July issue of this journal, dealing with the progress of civil aviation, was published, what may be described as a further landmark in the development of aviation took place in the voyage of the Airship R100 from Cardington to St. Hubert, Montreal, where the vessel was safely attached to the mooring mast after a successful, though somewhat adventurous, flight. It is necessary, whenever one is writing about our national airships R100 and R101, to qualify one's remarks with the statement that both these vessels are of an experimental character, so that while we may legitimately offer congratulations after a successful flight we may make considerable allowances should anything go wrong or weakness in the fabric, in the engines, or in the structure of the airships become apparent. This only goes to show that we have not yet got very far with the problem of airship navigation on an economic basis, and it has been pointed out, rather facetiously, that the R100 arrived in Canada with a cargo consisting of the reserve supply of petrol which she was carrying. It does not follow, as has been frequently asserted, that airships are a failure, but it does go to prove that any advance in this branch of aviation is bound to be exceedingly costly. It is interesting to record that the Committee on Co-operation between Civil Aviation Undertakings, formed by the League of Nations, has just recently been considering a programme for the development of this subject. Amongst the points which obtained strong support are those for the extension and systemisation of combined transport, particularly as regards travel by night; the preparation of an international guide book giving clearly the combinations of aerial, rail and sea transport now available; an international study of aerial postal routes including the standardisation of the additional payments on letters and parcels carried by air post, and the establishment of an international chart of the most urgently needed air routes and of an international programme for day and night flying. This programme shows that the League of Nations, through its appointed Committee, is taking the development of civil aviation very seriously with a view to co-ordination and combining the systems of the different countries and forming an international system.

Dazzle from Headlamps.

We publish in this issue the memorandum on the subject of dazzle, resulting from high powered headlamps, issued by the Royal Automobile Club. The Club has taken a leading part in work to find a remedy for this frequent source of accidents and it has organised competitions and trials of anti-dazzle appliances. So far the results have not been successful. Powerful lamps within certain limits are essential to driving at night with safety, and so far the most efficient remedy for dazzle is the apparatus which enables lamps to be dipped on the approach of another vehicle. The R.A.C. recommends a limitation of candle-power combined with dipping devices on all cars. The fast motor car, necessarily fitted with powerful lights, is the chief offender in dazzling, and the danger is one which is shared by every user of the road from the pedestrian to the horse-drawn vehicle or heavy motor lorry.

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London Dock Charges Reduced.

The Port of London Authority is to be congratulated upon its decision to reduce certain of the charges made for traffic using the Port of London. It is estimated that the reduction will reach a total of £120,000 per annum and will mainly consist of a lowering of rates in the dock tonnage dues on vessels and on the port rates on goods. On all hands the complaint is made of the high cost of transport and of charges at the ports of this country, and we are glad, therefore, that the premier port of the British Empire has taken a lead in making reductions which should be of material assistance to our trade and industry.

The Storage of Petrol.

In our last issue we dealt in our editorial columns with the new position resulting from the recent regulations dealing with the storage of petrol, pointing out that every garage, where a motor vehicle was stored containing petrol, came within the scope of the regulations and was bound, under penalties, to provide either a fire extinguisher or a bucket of sand for use in case of emergency.

We have since had the opportunity of discussing this important question with an expert on the subject of fire extinguishers and we are able to give further information on a subject which is becoming of increasing importance to our readers.

It has been suggested that every motor owner was compelled by the regulations to carry a fire extinguisher on his car. This is not the case, although, under regulations to be made by the Minister of Transport under the Road Traffic Act, public service vehicles will shortly be compelled to carry some type of fire extinguisher which has been passed by the authorities. It does not follow, however, that in his own interest the owner of a motor vehicle will not be well advised to carry a fire extinguisher, because just as there is a risk of fire in the garage, so there is on a journey should anything go wrong with the engine of his vehicle.

There is no doubt, however, that the new regulations make it compulsory for every owner of a garage, where a vehicle is kept containing petrol in the tank, to have a fire extinguisher or a bucket of sand installed. The interpretation of the regulations was taken up with the Home Office for a definite ruling and the following are extracts from a letter written to the Home Office and a letter received in reply:—

Question:—"Would you kindly let us know whether a private motorist with a garage for his own car attached to his house comes under Regulation No. 5."

Answer:—"I am directed by the Secretary of State to say that the Petroleum (Motor Vehicles, etc.) Regulations, 1929, apply in the case of petroleum spirit kept only in the tank of a motor vehicle and in the case of petroleum spirit kept for the purposes of any of the engines specified in the Schedule to the Regulations."

This seems a reasonable and obvious ruling because there is not so much danger in keeping a few gallons of petrol in the sealed tins in which it is supplied as there is of a fire occurring when starting up a motor car or due to the leakage of petrol from the petrol tank or pipes and connections conveying the petrol from the petrol tank to the carburetter. It would obviously have been foolish to have made the regulation apply to a motor owner who stored two gallons of petrol in a can while allowing another owner to store say twelve or more gallons of petrol in the tank of his car or commercial vehicle with the attendant risks of leakage and without being compelled to take any protection against fire.

Personal Notes.

Retirement of Well-known Port of London Official.—After 46 years in the service of London's Port, Mr. G. S. Maskall, O.B.E., has retired from the position of Dock and Warehouse Manager to the Port of London Authority. He entered the service of the East and West India Dock Company in 1884, and upon the formation of the Port of London Authority was appointed, in 1909, their Shipping Superintendent, becoming Assistant Dock and Warehouse Manager in 1916 and four years later taking control of the Department. Probably no man in the Port of London has a greater knowledge or a closer acquaintance with the progress of shipping and transport facilities connected therewith than has Mr. Maskall. Naturally, one with so prolonged and so intimate an experience has gained a host of friends in shipping and commercial circles, and Mr. Maskall enters upon a well-earned retirement with the sincerest good wishes for his happiness, in token of which his brother officers last month presented him, at a Dinner in his honour at the Metropole Hotel, with an extremely handsome silver cigar box.

Long Service.—After over sixty years' service, beginning with the old Bridgewater Navigation, Mr. A. Reynolds has recently retired from the Manchester Ship Canal Company after acting for many years as Chief Canvasser on the staff of the Chief Superintendent, Mr. Herbert M. Gibson, O.B.E. Mr. Reynold's work brought him into close touch with most of the important firms of importers and exporters, principally in Lancashire and Yorkshire, and he has done a great deal of good work in bringing traffic to the waterway during the past thirty years. Mr. Reynolds enters upon a well-earned retirement with the sincerest good wishes of his colleagues at Ship Canal House, who have, as a token of their regard, presented him with a handsome clock and a wallet.

Mr. A. L. Lunn's New Post with the London Underground.—Mr. A. L. Lunn, M.I.E.E., M.I.Mech.E., Deputy-Chief Engineer of the Manchester Corporation Electricity Department, has accepted an important appointment with the London Underground, and takes up his new duties in September. Mr. Lunn will assist with the generation and distribution of power for the underground railways included in the undertaking. Mr. Lunn has been associated with the Manchester Corporation for 19 years and was appointed to his present post in 1927. He is a Yorkshireman, and is Chairman-elect of the north-western centre of the Institution of Electrical Engineers.

P.L.A. Appointment.—The Port of London Authority have appointed Mr. M. G. Matthews, O.B.E., to be their Dock and Warehouse Manager in succession to Mr. G. S. Maskall who retired last month after 46 years' service in the Port. Mr. Matthews has for some years served in the capacity of Assistant Dock and Warehouse Manager.

MR. M. G. MATTHEWS, O.B.E.

New Passenger Traffic Manager for the United States Lines.—Mr. Tarleton Winchester, European Passenger Director of the United States Lines has left this country for New York to take up his new appointment as Passenger Traffic Manager of the Company, with headquarters at 45 Broadway, New York City.

Mr. Frost's A.E.C. Position. — Mr. J. Frost who, as announced in our June issue, has joined the Associated Equipment Co., Ltd., will occupy the position of Manager, Freight Vehicle Department.

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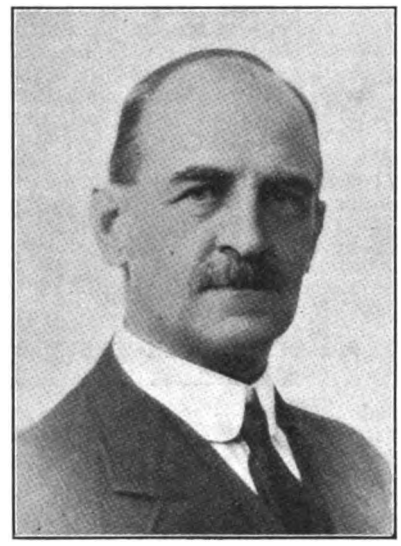
The Prospects of Road Transport.

By C. le M. Gosselin.
(Managing Director, H. Viney & Co., Ltd., Preston.)

So much legislation has been passed in connection with the operation of road transport within the last few years that it is difficult for the public to follow the underlying principles with which it has been inspired. Cicero in his letters to Mark Antony was very fond of applying the test to any policy, summed up in the two words "*Cui Bono,*" which so far as I can recollect might be freely translated "to whose advantage is it that this policy should be pursued," and it might be as well to adopt the same method in examining the policy which has been pursued by Parliament in regard to road transport operation.

The railways have made it quite clear on various occasions that in their own interests they consider first of all that road transport should be made to pay for the use of the roads which they traverse, and more recently it has been suggested that in addition they are to be debited with the social loss such as vibration to buildings, lack of safety in villages, and all kinds of disamenities to the public.

Further, the railways when applying for road transport powers frankly stated that when they got them they would press for a further regulation of road transport, in which they would be pleased to share, and lastly it has been stated on their behalf that they consider it a fundamental truth that duplication of capital by transport undertakings to carry substantially the same quantity of traffic was against the national interests. No one can blame the railways for these expressions of opinion, as put to Cicero's test, namely, *Cui Bono,* they are so clearly arguments which Railway Companies should put up in their own interests, and it will be interesting to see how these views have been reflected in recent legislation.



MR. C. LE M. GOSSELIN.

In 1921 a vehicle tax was imposed upon all motor vehicles. This was increased, more particularly, in regard to commercial vehicles in 1927, and again in his budget speech of 1928 the Chancellor of the Exchequer declared that he would put on a petrol tax, because he felt it was the duty of the Government to level up the flow of traffic as between road and rail transport—in other words, to reduce the competitive powers of the former with regard to the latter. Still the pendulum seemed to swing in the favour of road transport and so the same Chancellor had to look for other means of checking the progress of road traffic. He therefore enunciated the principle that the country could not afford to spend this money on the development of roads, and as he had other urgent needs for it, he took the whole of the petrol tax and a certain proportion of the vehicle tax raised from the lighter motor cars, and applied them for national purposes. One of these purposes was to give a grant to the Railway Companies to subsidize certain classes of traffic passing over their system, and another purpose was for the de-rating of industries in which the railways, but not the roads, were to participate. This indeed was meeting the railways desire that road transport should be made to pay its way and the fact that they were receiving some of the proceeds must have almost been beyond their original expectations, but the further question remained of how the duplication of capital by transport undertakings could be dealt with, and here the question of the further regulation of road transport was introduced. This has been embodied by Parliament in the Road Traffic Act. Some such Act the road transport industry itself has been pleading with Parliament to pass since a period before the War, but it was never anticipated that the occasion would be taken advantage of for imposing limitations upon the industry, such as are contained in the present Act. It is quite evident, for instance, that road transport operators, whether they be private users or commercial users, never intended to ask Parliament to quadruple the penalties for breaches of the regulations which already existed, or to pass special obligations upon them as users of the roads in case of accident, which the common law of the land has not thought necessary to impose upon other users of the road. The most severe limitations, curiously enough, apply to only those classes of vehicles which happen to be in competition with the railways. These latter will undoubtedly bear the burden as road transport operators with perfect equanimity. There is an old adage that where your treasure is there shall your heart be also, and one can bear with tolerance a certain amount of loss of opportunity in a business in which only a few million pounds are invested, if there is a possibility of bringing in an advantage on any branch of the business in which the investment runs to something like thirteen hundred millions. For the present it is in regard to the future regulation of the passenger carrying side of the road transport industry that the full effect of regulation is to be applied, and such is the position under the Road Traffic Act that it is true to say that the promoters of omnibus services will have very little left to do on their own initiative but purchase vehicles of a type which will be indicated to them by traffic commissioners and hope for the best.

Indeed, it will not be wise for the promoter of a public passenger service to invest very much capital until he is perfectly certain regarding the views of the commissioners, and even so he will be dependent on the goodwill of the said commissioners entirely for the length of time during which he will be permitted to operate, and still further will have to rely on the reasonable treatment of the inspectors employed by the said commissioners for permission to run a vehicle in a reasonable state of repair. Further, any local or public authority obtaining power to purchase the operators' service and vehicles, can do so without any contribution to goodwill, which may have been built up through the efficiency with which that service has been performed under license of the road commissioners. So much then for regulation, but we are then left with the question of the duplication of capital by transport undertakings, and this is effectively dealt with under the Act by a provision that in the public interests the fare shall be so fixed as to prevent wasteful competition with alternative forms of transport, if any, along the route of any part thereof or in proximity thereto. We have, therefore, reached the point where railway interests have on three substantial points been satisfied by legislation. This has been brought about by transferring the operation of public service vehicles into the hands of traffic commissioners, who will dictate the most minute circumstances under which the service may be operated, whilst them-

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selves having no direct connection with the industry. A worse form of control it would be difficult to imagine and it may safely be said that the recent discussion on long distance motor services and their place in the national scheme of transport, was a delightful waste of time, seeing that the matter will be effectively settled in a short time by gentlemen whose views, if they have any, are so far undisclosed.

It is, of course, not surprising that considerable attention is being given to the possibility of harnessing the goods carrying side of the transport industry under similar regulations. The eventual effect must be to gradually recreate the position when the railways controlled the whole of the inland transport of the country, and were able to dictate the conditions and charges under which the same were operated. It is often stated that such a position cannot arise in view of the number of small operators, but these will be effectively squeezed out or confined to limited powers of operation in the same way that the smaller bus companies of the country are beginning to realize that they will never be allowed to extend to any great extent in competition with their more powerful brethren.

The railways certainly must be congratulated on having moulded a policy and having succeeded, either directly or indirectly, in obtaining the support of Parliament. No one can quarrel with them for this, but the regret is that the public are so short sighted as to relinquish a weapon for bargaining with the railways, which has been placed in their hands by the development of an independent form of road transport. Even ancillary users may before long find that the conditions under which they are permitted to regulate their fleets make the liberty they enjoy a commercially unsound proposition.

It will be interesting to see how far aerial transport in the country will eventually become affected by the policy at present being applied to the road transport industry.

London and Home Counties Traffic Advisory Committee.

Annual Report.

THE Fourth Annual Report of the London and Home Counties Traffic Advisory Committee to the Minister of Transport for the year 1928/29 is now on sale. Copies (price 2/6d.) may be purchased from H.M. Stationery Office or from any bookseller.

The Report covers the period from the 1st October, 1928, to the 30th September, 1929, and deals with the various matters considered by the Committee during this period, amongst which are the following:—

Measures for the prevention of street accidents.
Road and bridge improvement schemes.
The co-ordination of street works affecting important thoroughfares.
The control of omnibus services under the provisions of Section 7 of the London Traffic Act.
Regulations in regard to the loading and unloading of vehicles.
Parking places and prescribed routes for traffic where "roundabout" and "one-way" traffic systems have been put into operation. In addition certain "one-way" and "roundabout" traffic systems which have been put into experimental operation are described.
The fixing of stopping places for omnibuses and tramcars.
The erection of traffic signs and notices and traffic control signals.
The display of street names.

Included in the same volume are:—

The Minister's Report to Parliament under Section 8 of the London Traffic Act, and statistics relating to the operation of omnibuses in London.
A statement from the Annual Tramway Returns showing the results of the operation of tramways in the London Traffic area during the period.
A statement showing the number of passengers originating on the London Underground Railways during the years 1925/28.
A statement respecting street accidents in regard to which certain powers of inquiry are conferred upon the Minister by the Act.

Broken Down Vehicles—London Traffic Area.

THE Minister of Transport, acting upon the advice of the London and Home Counties Traffic Advisory Committee, has made revised regulations under Section 10 of the London Traffic Act, 1924, in respect of Broken Down Vehicles to have effect in the London Traffic Area.

These Regulations which supersede the London Traffic (Broken Down Vehicles) Regulations, 1925, provide:—

1. That no owner, or driver or other person in control or in charge of any vehicle shall cause or permit it to be in any street within the London Traffic Area in such a condition or with such a load that it breaks down; provided that it shall be a sufficient defence to any proceedings if the person charged satisfies the Court that he has taken all reasonable steps to put and maintain the vehicle in proper condition, or to prevent its being overloaded, or that the offence was committed on the express instructions of some person with whose orders he was bound to comply in the course of his employment.
2. That it shall be the duty of the owner, driver or other person in control or in charge of a broken down vehicle in any street in the London Traffic Area to remove or to take all reasonable steps to secure the removal of a broken down vehicle as soon as practicable.

A Police Constable in uniform, if he is of opinion that the owner, driver or other person in charge of a broken down vehicle has failed to take all necessary steps to remove the vehicle, or that the vehicle constitutes a danger to traffic, is empowered to remove it himself or use the services or any other person or persons to remove it and the expenses incurred by the police in connection with such removal are recoverable from the owner.

Any person acting in contravention of, or failing to carry out his duty under, any of the provisions of the Regulations will be liable to a penalty not exceeding £5.

Copies of the Regulations are obtainable from H.M. Stationery Office, Adastral House, Kingsway, W.C.2, either directly or through any bookseller at a cost of 1d. a copy.

British Empire Trade Exhibition, Buenos Aires, 1931.

OWING to the greatly increased importance now assumed by the British Empire Exhibition, to be held at Buenos Aires in March and April, 1931, His Majesty's Government have decided to treble the sum to be expended on their official participation in the Exhibition. This large increase will allow a considerable part of the impressive British Government Exhibits, now being shown in the Antwerp Exhibition, to be sent out and adequately displayed at Buenos Aires. The Management of the Buenos Aires Exhibition have placed one of the finest buildings in their grounds at the disposal of the British Government, and the decorations of this hall and the arrangement of the Exhibits will be in the hands of the Department of Overseas Trade. The desire of British manufacturers to exhibit in the Trade Sections of the Exhibition has been so great that it has been found necessary to provide more than double the covered space originally designed—and although the grounds and buildings cover more than twenty-five acres it will be difficult to fit in all who wish to participate. The London offices of the Exhibition are at 5 Parliament Mansions, Orchard Street, Victoria Street, S.W.1.

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Road Traffic Act, 1930.

THE Road Traffic Bill is now an Act of Parliament. On August 1st the Royal Assent was given to the Bill and it became the Road Traffic Act, 1930.

Widespread interest has been manifested in the Bill throughout its stages in Parliament. This is quite natural because its provisions affect every section of the community. It was far the longest Bill of the Parliamentary Session, containing 123 clauses and 5 schedules. No less than 2,546 amendments were put down during the passage of the Bill through the two Houses of Parliament. Its various provisions will not, however, come into operation until the Minister of Transport has fixed the appointed days, so that the 20 miles an hour speed limit for private cars is still law.

Part IV of the Act, dealing with the regulation of public service vehicles, and Part V, dealing with omnibuses operated by Local Authorities, are important. In place of some hundreds of licensing authorities for public service vehicles there will be substituted twelve traffic Commissioners covering Great Britain, and through the new instrument of the road service licence omnibuses and motor coaches will be made to fit into the requirements of a nationally co-ordinated system of road transport, whether the owners are private persons or municipalities, and the Traffic Commissioners will be able to see to it that necessary, even if unremunerative, routes are catered for as well as the heavy and profitable traffic.

The Commissioners will control time tables and will endeavour to eliminate cut-throat competition, and will steadily raise the standard of vehicles in respect to both comfort and safety, and a condition of licensing will be that labour conditions shall not be less favourable than those required by the Fair Wages Resolution of the House of Commons.

Municipalities which formerly could only run omnibuses by promoting Bills in Parliament will, if they possess passenger transport powers of some sort, be able to apply to the Traffic Commissioners for necessary powers.

Those engaged in the industry and the local authorities can appeal to the Minister of Transport against decisions of the Traffic Commissioners.

The provisions for inspection of vehicles together with regulations as to construction and equipment puts the Minister of Transport in a much stronger position in securing the safety of the travelling public.

The abolition of the speed limit for private cars merely gives statutory recognition to a fact, but this is coupled with severe penalties for dangerous or careless driving, the dangerous and reckless driver being liable to imprisonment and the loss of his driving licence, and the Minister of Transport has expressed the hope that the authorities will inflict severe penalties in clear cases.

The new licensing system for public service vehicles will enable the authorities to keep a much firmer hold on the speeds of motor coaches and omnibuses.

An important factor of safety will be the publication in due course of a highway code which the Minister of Transport will frame for submission to Parliament after consultation with local authorities, organisations representing road traffic, trades unions and pedestrians. It will not be a criminal offence to infringe the highway code, but the observance or non-observance of its provisions can be pleaded in the Courts by either party in an action.

The provisions of the Road Traffic Act constitute the widest and most comprehensive system of highway law we have ever known. The Act enforces compulsory cover against third-party risks.

The new Act is a great legislative milestone consolidating and bringing up to date our traffic law.

OPERATIVE DATES.

On July 30th, in the House of Commons, the Minister of Transport was asked when he proposed to fix a date for the Road Traffic Act to come into force; whether Part I, dealing with the speed limit, and the dangerous driving clauses were to come into force at once; when it was proposed to enforce the regulations regarding compulsory insurance and the control of public service vehicles; and when the road code was to be drawn up?

Mr. Herbert Morrison said that a number of regulations had to be made and machinery had to be set up before the Road Traffic Act could be brought fully into operation. A statutory obligation was also placed on him to consult with representative bodies before any regulations were made. He could not, therefore, at the moment, give a definite undertaking as to the dates on which the various provisions of the Act would become operative. The dates which he had in mind and to which he should work, were approximately as follows:—

Part I.—He had given anxious consideration to the question of the date at which the change in the law as to speed limits could most conveniently operate and had come to the conclusion that this should be 1st January next. By that date he hoped that it might be possible to issue the Highway Code and local authorities would have had reasonable time to consider and arrange for the organisation of mobile police units as contemplated by the provisions of the Act. As regards the remainder of Part I, he had in mind the first of November. It would hardly be practicable to make the necessary Regulations with regard to the form of the driving licence and applications for licences and declarations as to physical fitness, and also to make arrangements for these documents to be printed in large numbers and made available for licensing authorities before that date.

Part II, which dealt with cover against third party risks, should come into operation on 1st January, 1931, the date which was the beginning of the licensing year for motor vehicles.

Part III (amendment of the law relating to highways) on 1st November, 1930.—He attached great importance to the highway code and should lose no time in bringing it into force, but as it would affect all classes of road users whose views he should have to take into account, and as in addition it required an affirmative resolution by both Houses before coming into force, it was impossible for him to indicate precisely the date on which the code would itself become operative.

Part IV (Regulation of Public Service Vehicles).—He proposed that the sections of this part of the Act, which provide the necessary machinery for the appointment of the Traffic Commissioners, etc., should come into force on 1st November; as also the sections giving the Traffic Commissioners when appointed the necessary powers to execute their duties, consider applications for licences, etc. The requirement, however, that omnibus and motor coach services could not be operated except under a road service licence, granted by the Commissioners, would not become operative before 1st March, 1931, at the earliest. The bringing into force of this part of the Act would necessitate the employment of his powers to make transitory provisions.

Part V of the Act, which deals with the operation of municipal omnibus services, he proposed should come into force on 1st January next.

He should point out that it might be necessary to postpone the operation of individual sections of the Act.

London Traffic.

THE Public Control Committee reports that the growing demand for mechanical transport, both for commercial and private purposes is shown by the fact that about 51,000 new vehicles were registered in London last year. Large numbers of these vehicles, although registered in London, are for use elsewhere, and much work is involved in the transfer of the papers to other authorities. Last year 254,776 drivers licences were issued compared with 243,910 the previous year, whilst the vehicle licences numbered 472,690 as compared with 439,955. In connection with local taxation work last year the Committee mentions that early in March, 1929, 64,708 persons had failed to renew their licences as against 60,835 the previous year.

In addition to inquiries into these cases, 12,480 house to house calls were made, many of which resulted in further revenue being obtained. The reports made by the officers disclosed 9,024 offences. The total number of inquiries made by the police during the year in respect of offences committed by motorists was 46,883. During the year 716 persons, as compared with 757 the previous year, to whom the Council issued licences to drive, had convictions for road offences endorsed on their licences, and of these 142, as compared with 168 the previous year, were in respect of drunkenness whilst in charge of motor vehicles.

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Merchandise Transport by Rail.

By H. W. Payne.

THE problems of modern transport from the railway aspect are, other considerations apart, concerned chiefly with time occupied in transit. The organisation of railway merchandise movement is devoted primarily to a system of non-stop trains as comparable as well may be with the speedy passenger trains, one supremely vital difference being that the latter convey human beings who provide their own mobility at starting, intermediate, and destination stations.

Long experience of quantity and channels of direction into which goods traffic falls has enabled a standardised system of forwardings both in the matter of wagon loading and train time-tables to be built up so that there is an exactitude in railway function which provides, within the machine as a whole, transport for every variety of traffic to every destination in the British Isles with port connections for Overseas.

The advantage of door to door contact which has formed the basis of a claim to superiority on the part of competitive transport is not novel except in the measure of ability to dispense, in given favourable conditions, with intermediate handling, but it will be the aim of these notes to show that contact between seller and buyer, where their business is dependent upon movement between two points, has been developed to the highest possible degree by railway method.

Every town of importance served by a railway company has a system of road deliveries and collections based upon the station, which during the business day is in turn the destination and the sending point, and the circulation of traffic through that town is directed to satisfy the needs of the traders.

The morning's arrivals are dispersed by horse or motor lorry to the appropriate addresses and the normal dispatches from warehouse or factory are collected and concentrated at the station by a daily routine which is, however, subject to interruption to accommodate emergency requirements of the business community.

The subsequent processes are technical in their detail and belong to railway activity, but it will be appreciated that within the scope of the industries of one manufacturing town there may be a demand for distribution of commodities as diverse as the number of stations in the country and that, therefore, there must be a directional purpose actuating the forwarding point which shall accurately set consignments going in the right direction so as to ensure a minimum of time in transit.

The manner of achieving this desideratum could be demonstrated at some length, but in simple terms it will be appreciated that at any given station there will be traffic in small quantities for a large number of destinations, but every station does not load direct to every other, first, because the incidence of the traffic does not demand this and, secondly, because the small quantities involved do not allow of railway truck user on such an uneconomic basis.

The general movement of traffic over the areas served by the Great Western line and to and from that line from other lines can be roughly visualised as between industrial and agricultural. The manufactured commodities to the countryside; the land products, foodstuffs, dairy produce, meat, to the denser populations in consuming regions. The flow is greater from the towns to the country than in the opposite direction, which incidentally provides a problem of wagon arrangement and distribution to equate the disparity between supply and demand at one end of the line or the other.

The industrial areas on the Great Western Railway are centralised by Birmingham and adjacent stations in South Staffordshire and the South Wales littoral, together with the mining areas producing coal for shipment at the chain of ports, Newport, Cardiff, Penarth, Port Talbot, Swansea and Llanelly.

In addition, the line is directly connected with London and Bristol, where the two largest goods shed establishments are located, and form distributing media for the huge volume of merchandise originating or passing through the ports in each city.

West and south of these routes there are a number of fair-sized towns which are the centres of supply to the agricultural regions which surround them and which in turn have numerous small stations whose traffic is in the nature of being subsidiary to the bigger and in degree to the biggest stations for the reason that the ramifications of commercial interests cause business to be done and goods to circulate between the principal sources of supply and the numerous points of demand.

The volume of transport is, therefore, in diminishing degree from large station to medium, medium to small, with numerous qualifications on the score of size, locality and commodity dictating disposal of a variety of traffics in variable directions.

The constancy of the main streams, already touched upon, remain.

Each goods station is a distributing medium within a category designed to dispose of the traffic in the following way:—

First, the quantity for one town may be given a separate truck which travels direct to destination.

Secondly, the concentration of a quantity of traffic for several destinations forwarded in one truck in a given direction common to the journey part-way for each and every consignment in that truck. This involves interception at an appropriate concentration station en route where traffic from other directions enables through or direct truck loading to be arranged by amalgamation.

Thirdly, the small consignment which presents itself at other than the large stations and receives a forward movement by a system of omnibus wagons which serve given itineraries on stopping trains.

The railway companies are under obligation to receive and forward traffic of every description, with one or two specially scheduled exceptions, and in this respect the question of quantity is vital in that the scheme of despatch is qualified, in point of time, by the element of transhipment already touched upon.

At a large number of Great Western Goods Stations there is a scope of forwarding which is of so diverse and direct a character* that a next day's arrival can be claimed as an accomplished fact of day by day experience, the bulk of the commodities with the consequent full truck loading and the speed of the freight trains making possible a minimum transit time for the longest distance between large stations; those actually being as far apart as London and Penzance and London and Birkenhead.

The inherent limitations of a fixed track have, by comparison with Road Transport, become conspicuous to the detriment of railways as direct distributors of traffic, but the advantages of cross-country work are increasingly understood and appreciated mutually as between the railway company and the customer.

For longer journeys the economics of Road Transport v. Rail Transport have a number of governing factors which are not common to both and in no respect is this more generally noticeable than in the selective nature of long distance Road Transport in the matter of commodities and quantities conveyed.

There is an element of commercial discrimination, unfairly it seems to the railway man, in that lorry loads of merchandise made up of component elements of uniform size and shape convenient to good stowage and quick handling are preferred to the exclusion of a more miscellaneous form of traffic in smaller quantities and for several destinations which, by process of elimination, fall perforce to the railway company.

In the final analysis of method, therefore, the railway company has to make provision for area distribution along its lines serving the various localities within the scope of rail influence and does so by concentration of loading at strategical points geographically suitable to distribution and re-distribution within circumstances which are to-day coming to be regarded as old fashioned by comparison with the greater mobility of the road vehicle.

It has been said already that the fast freight train is the first pre-occupation of railway management and in this connection speed is still with the railways as is, of course, the ability to move large quantities altogether at express speed by train loads.

What is indispensable both from the track and the goods station aspect of transport is the unloading from truck, sorting into street order for delivery, and re-loading again upon the cartage vehicle for door to door disposal.

Indispensable also is the number of handlings of traffic en route which is in small quantities for one destination and must proceed at interrupted stages along the course of its journey before one final loading can take it to destination.

* A chart illustrative of goods wagon loading and directions to and from a given centre—Bristol—accompanies this article.

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The station procedure in the nature of things must involve arrested movement wherever transhipment takes place. The cycle of the day's work begins in the arrangement of berthing of loaded wagons for discharge and that portion of the goods destined for loading again must await resorting and association with incoming traffic from the local town collected during the afternoon and assembled for dispatch during the same evening.

This method of onward loading, it should be noted, has particular reference to what is known in railway parlance as "transhipment" traffic and is of necessity in quantities less than truck loads.

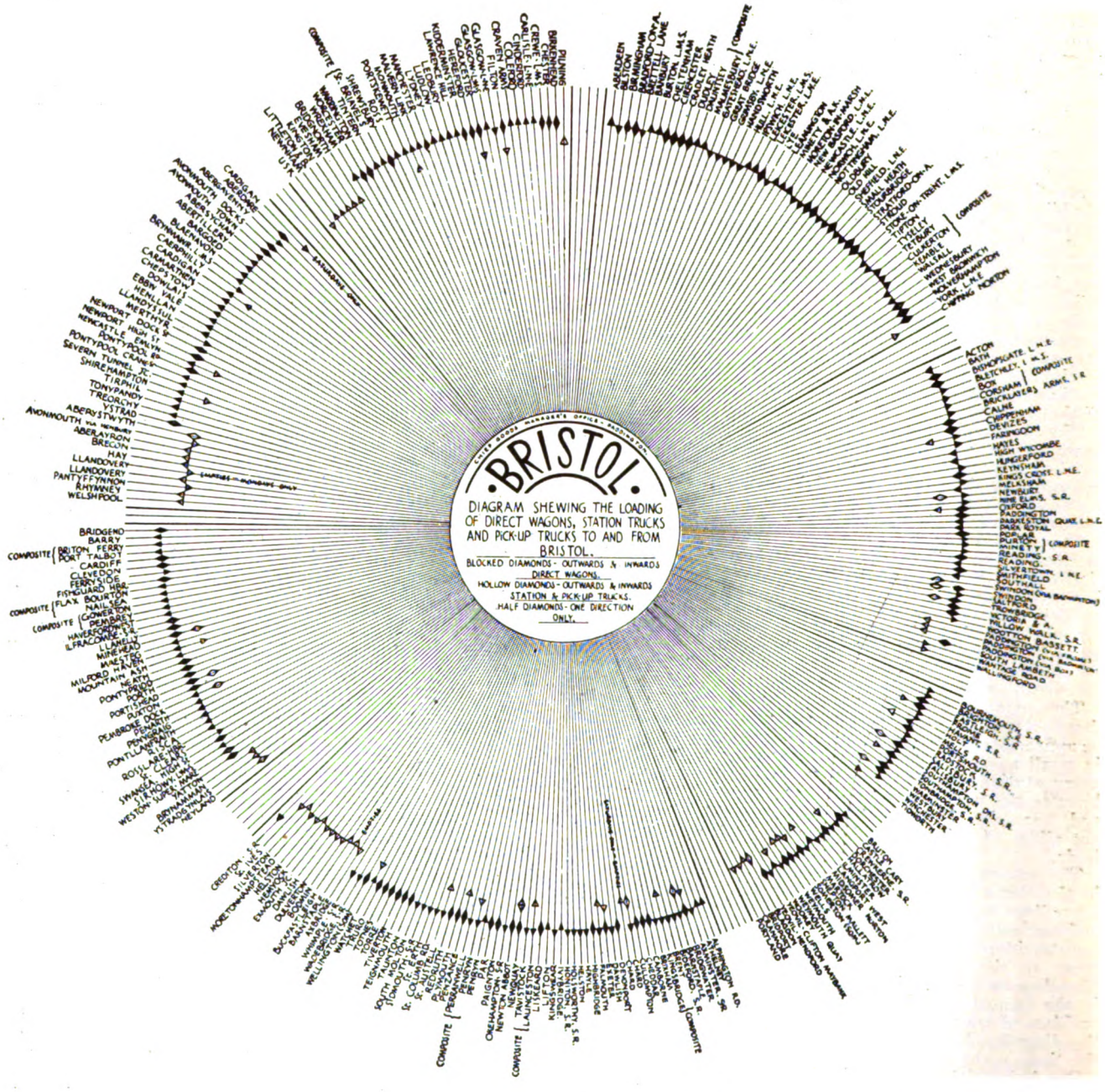
Within the economics of truck loading it has been a standard practice to consider one ton as the minimum weight which produces a remunerative result for the user of such vehicle and this figure determines also the composite loading of mixed consignments to a transhipment station.

The standard weight capacity of a railway goods wagon is of 10 or 12 tons, but normal loading of general goods gives an average of somewhere in the neighbourhood of 3 tons only, the loading to capacity being sacrificed by the incidence of bulk disproportionate to weight with a minimum of 1 ton which permits of a large number of wagons being given a through run to destination.

The Great Western Company have been paying particular attention to the time in transit taken by the small consignment and have in progress a scheme whereby a large number of the intermediate points of transhipment are abolished and greater concentration at fewer and larger goods stations is brought about.

In this connection what is known as the station truck or wayside wagon system is essential to ultimate disposal of a large number of consignments for a large number of places which is accomplished by an arrangement of journeys for wagons which stop and deliver or pick up and forward the miscellaneous collection of country stations traffic, such wagons being based upon conveniently situated points.

The whole series of operations of these wagons is necessarily deliberate and is, it is thought, susceptible to



the auxiliary of the road, more especially where road facilities are already established.

Some 800 station trucks perform their peddling journeys up and down the branch lines of the company daily but they serve within prescribed limits, and modern requirements call for wider facilities which road alone can give.

This is to presuppose enlarged concentration or transhipment points conveniently situated upon the field of operations giving and receiving truck loading of so comprehensive a nature as to ensure full advantage being taken of the express train services and an overall improvement in transit time.

The auxiliary of road transport proper within limits which commend themselves to railway management have

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received due attention, especially since the acquisition of Road Powers.

The town distribution by motor lorry has already been mentioned and a simple illustration of road development is to conceive these vehicles extending their operations further afield along extensions of existing routes. This is done where business can be obtained but is not so fruitful in traffic-getting effort as the installation of what is known as the Country Lorry.

The name accurately describes the service.

A lorry with an itinerary from a country station, with that station's traffic as a basis, has a free lance authority to fetch and carry over an area of the countryside independently of rail-borne traffic as may be required, but at the same time establishing the identity of the railway company at a distance from the station.

Over one hundred and twenty country lorries are operating on the Great Western System to-day and the number is growing. It is the experience that business follows the service, especially a reliable service—one of the principal characteristics of good organisation and equipment.

It will be seen, therefore, that there is on the Great Western Railway no acceptance of present limitations as inevitable but with such great resources as have been built up during nearly a century of experience the Transport ability is elastic, is susceptible of adjustment to new requirements, and is able to hold its own in the field of competition.

Dazzle.

R.A.C. Memorandum.

AT the request of the Ministry of Transport the R.A.C. has prepared a memorandum on the question of dazzle from the lamps of motor vehicles, setting out the Club's views as to the best method or methods of prevention. In view of the great importance of this matter and the possibility of regulations dealing with it, the R.A.C. has obtained the permission of the Ministry of Transport to publish the memorandum, which is in the following terms:—

As the Minister of Transport is aware, the Royal Automobile Club has for many years past been interested actively in the possibilities of combatting automobile lamps dazzle. The Club held an organized trial of headlamps as early as 1909, and a standardized form of measuring the effect of dazzle, as a means of carrying out tests of devices claiming to remedy the evil, was introduced in 1921. Since that date some 50 different devices have been submitted for test, and the results published. Still further to encourage development, the Club has been awarding, annually, a Gold Medal for the most meritorious performance obtained each year. The Club has further pursued this investigatory and educative work by incorporating in its Annual Demonstration of road transport matters, in Richmond Park, a section for antidazzle devices. This latter opportunity of showing their devices was found particularly useful to the "unknown" inventor, as anyone could present a device for demonstration without incurring any expense.

R.A.C. EXPERIENCE.

In spite of this encouragement and these opportunities, it is clear that the results obtained by recent antidazzle devices shows little or no improvement over those submitted in earlier days. A noticeable feature is that inventions are repeating themselves and very little real novelty is now being submitted.

The results of the trials carried out by the Club go to show that the compromise between the provision of a proper driving light and the elimination of dazzle, has still to be found. It seems therefore, that a proper driving light must necessarily cause dazzle, at any rate, as far as development has proceeded at present. If this is accepted, the only alternative remaining is the method of removing temporarily from the oncoming driver's eyes, the offending beam, which at other times it is necessary to have for safe driving.

DIPPING.

This temporary removal can be effected, either by cutting off the rays which are above a certain height, or by "dipping," either the lamp, or its reflector, so that the axis of the main beam is depressed below the level of, or turned away from, the eyes of the oncoming driver.

In the First Report of the Royal Commission on Transport, para. 51, it is recommended that the dipping of headlamps is "the best method of meeting the difficulty." It is assumed by the Club that the Royal Commission had in mind both dipping and side-swinging (or a combination of both) when it used the word "dipping," and the word is used throughout this memorandum, to include side-swinging.

The Technical Committee of the Club agrees that the dipping or side-swinging of headlights, in view of the facts set out above, is the best legislative proposal which can be made at the moment.

In this connection the Club would emphasise the point, that being "dazzled" is a specific condition. It is equivalent to being blinded, and there is little, or no degree of blindness. If the main beam of any lamp, giving a proper driving light, is received by an observer's eye, he is blinded, and gradual depression, or swinging of the beam does not lead to a corresponding gradual cessation of the blinding effect of dazzle. A point is reached where the blinding effect quickly and definitely ceases. As the nature of a driving light demands a main beam, it follows that the compulsory movement of the beam, to a predetermined point, is a legislative possibility.

Although results in the past have been disappointing, experience in similar branches of research goes to show that it is not safe to abandon hope of new developments. For this reason, the Club desires to refer to the penultimate sentence in para. 51 of the clause in the Report:

> "The exact nature of the device should be left to the Minister's Regulations, so as to provide for inventions or improvements which may be made in the future."

The view that provision should be made for inventions and improvements is emphatically endorsed by the Club, and should be kept in the forefront of the Minister's considerations when Regulations are being drafted. On the other hand, the Club does not consider that "the exact nature of the device" should be the subject of regulation. If this be done, the effect would be the opposite of providing for development. The Regulations should deal with the effect to be achieved, i.e., the alteration of direction of the main beam, and not with the nature of the device used for the purpose, and they should make provision (with safeguards against frivolous claims) for invention and improvement.

TOO POWERFUL LAMPS.

It is clear that any Regulations will have to define, either specifically, or by implication the nature of a headlight.

The question of dazzle has been considered by the Royal Commission, apparently only in connection with headlights. The matter, however, cannot be divorced from side, or "navigation" lamps and "spot" lights. There has been a growing tendency in recent years for navigation lamps fitted to certain types of cars to become more and more brilliant. One of the offenders in this direction, is the large car with sidelights at a high level and of unnecessarily large size. The Club suggests therefore, that any Regulations should avoid the use of the word "headlight." It is suggested that the dazzle regulations are made applicable to all lamps using a bulb exceeding a maximum limit of candlepower, or taking a maximum number of watts. It is considered that the power of the bulbs used in all lamps which are *not* capable of being "dipped" should not exceed that of the British Automobile Standard bulbs Nos. 9 and 10, taking approximately 6 watts.

The question of the limitation of candlepower is rendered easier as the Society of Motor Manufacturers and Traders has standardized the wattage of bulbs for automobile purposes, and such bulbs are stamped.

The Committee further thinks that the limitation of candlepower can usefully be carried further. There is a certain, very small, class of driver who uses very powerful bulbs in his headlights and thus constitutes himself a supreme offender. Lamps fitted with these bulbs can effectively dazzle the oncoming driver at a very long distance, and, therefore, means have to be considered to prevent the necessity of unduly arduous regulations, in order to cope with these extreme cases.

Whereas the diversion of the main beams of reasonably-powered headlights at, say 50 yards from the oncoming driver, would be reasonable, it would be necessary to dip considerably further away in the case of these ultra high-powered headlamps. The Club suggests therefore, that the use of any bulb having a power greater than that of bulb No. 4 B.A.S. should be prohibited in any automobile light.

The Report refers to the possibility of headlights, swivelling with the steering, being permitted under Regulations. The Club is of the opinion that in many cases, headlights swivelling with the steering are of decided advantage, and, provided that a maximum limit is placed upon the angle of displacement of beam, there are no drawbacks or dangers.

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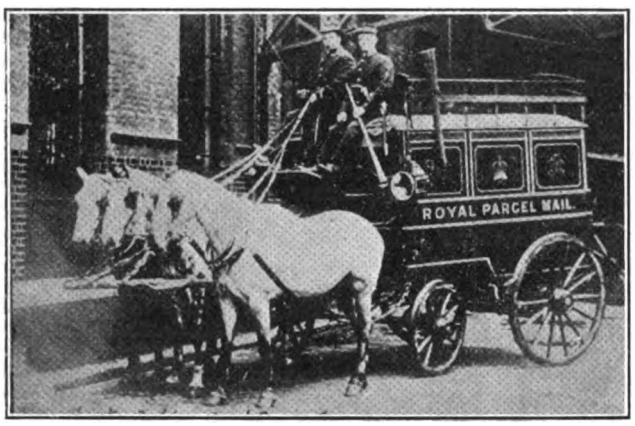
Beginnings of the Liverpool Cartage Trade.

Long History of Cart and Motor Owners' Association.

The Old Company of Carters.

IT is not commonly known that the Liverpool Cart and Motor Owners' Association has an unbroken history, which dates back to 1750, when the cartowners of the port formed themselves into a Company, not with the idea of dealing with rates or other associated problems, so much as countering the various heavy losses they sustained by the frequent damage occurring to casks of wine, oil, rum, etc.

This organisation stood the test of time for 120 years, until 1870, when its functions were superseded by the Liverpool Cartowners' Association. The most outstanding change which accompanied this development was that instead of the Association rendering accounts on behalf of its 300 lorry owners, that duty devolved upon the individual owners. It must be remembered that the educational standards of the day were in a very embryonic state; consequently clerical work was, as far as possible, centralised at the office of the Old Company of Carters, which was governed by a series of rules, remarkable for their severity and downrightness. Those were the days



FROM 1890 TO 1902 THE LIVERPOOL-MANCHESTER PARCEL POST WAS TRANSPORTED IN THIS STYLE.

when clerical work was viewed askance, and the only effort that seemed worth while, was that which would bring in revenue, yet, be it noted, cartage rates were so low as to almost stagger belief.

The writer has been given the opportunity of inspecting a cartage book covering the years 1850, 1851, 1852 and 1853, belonging to Mr. Thomas Roberts, of 4 Pothouse Lane, who in the year 1860, was elected President of the Old Company of Carters, and whose grandson is now the President of the Liverpool Cart and Motor Owners' Association. The majority of the entries indicate that a day's earnings worked out at only a few shillings per cart, and some transactions were charged up at as low as 6d. per package. In fact, an average figure per parcel or per consignment would seem to have been about 3/-. Only on very rare occasions did the debit per item amount to more than 20/-. Of course it has to be remembered that up to about 1865, the four-wheeled wagon was unknown, and cartowners generally operated large two-wheeled spring carts, drawn by a single horse. It was not until about 1870 that the four-wheeled lorry came on the scene, nor until 1880 that vehicles with lorry platforms with an area of 18 ft. 6 ins. length by 7 ft. wide were used. Carter's wages were 22/- per week in the summer months of the year, and 24/- per week in the winter months, the hours of duty being from 5 a.m. until 6 or 7 p.m., and no overtime. What a contrast with 1929. Current working conditions ensure permanently employed teamsmen receiving 63/- per week, one horseman 57/-, and casually employed men 11/10d. and 10/10d. respectively per day, and overtime, time and-a-quarter to double-time, according to conditions. The working week is 48 hours.

In 1750 the Old Company of Carters consisted of 30 members, controlling 100 carts. The initial object of the Company was to engage and bind themselves to cart for any "merchant, broker or others of the town, and in case of loss or damage to contribute among themselves such sum or sums of money from time to time as might be required, for and on account of such loss or damage that might arise; the said Fund to be called the Cart Owners' Protective Fund, for the purpose of aiding and supporting each other, in cases of accident, loss or damage done to any of the aforesaid goods or produce; and as a guarantee to merchants or other employers who held a contract with the Company, to make good to them by paying for such loss or damage that might occur to their property while in their possession, through inattention, carelessness, or neglect on the part of themselves or their carters; and further, to guard against any attempt of imposition of overcharge by any of their body."

There were no uniform printed books of Cartage Rates in existence between the years 1750 and 1780, when the first written copy of the Cartage Rates and Bye-laws of the borough were issued by the magistrates to the Com-

THE OLD COMPANY OF CARTERS WAS STARTED WHEN THIS WAS THE ONLY SYSTEM OF PASSENGER TRANSPORT.

pany, as the principal Cart Owners' Company in town. After the opening of the Salthouse and George's Docks, previous to 1780, and afterwards the opening of the King's and Queen's Docks, about the year 1790, together with the extension of the town and increase of the trade of the port, it was deemed necessary during the year—owing to the continued success and prosperity of the Company—to issue fifty additional numbers to the Cart Owners, amounting in all to 150 carts. Mr. John Eaton, by a deed of agreement, bound himself to act as agent to the owners of the carts, with power to contract and engage work for them, to collect their accounts, and transact all the business and correspondence of the Company. During the year 1794, a new set of Rules was drawn out and sanctioned by the Cart Owners for "the guidance and better management" of all connected with the Company. The agency afterwards passed into the hands of Mr. Ellison, during whose agency and the continued prosperity of the Company, fifty further numbers were issued; afterwards into the hands of Mr. Pownall, and latterly under the superintendence of Mr. J. P. Miller, who was agent for fifty years. Owing to the large increase of docks and warehouses, and the increasing trade of the port, the number employed connected with the Company reached 300 lorries, floats, etc., extending from the south end to the extreme north end of the town and docks, for the accommodation of those merchants and others whose work was charged in the Company.

On June 17th, 1815, there emerged an organisation known as the Mersey Company of Carters, whose constitution, together with the original signatories, is framed, and finds a place at the present time in the Board room of the Liverpool Cart and Motor Owners' Association.

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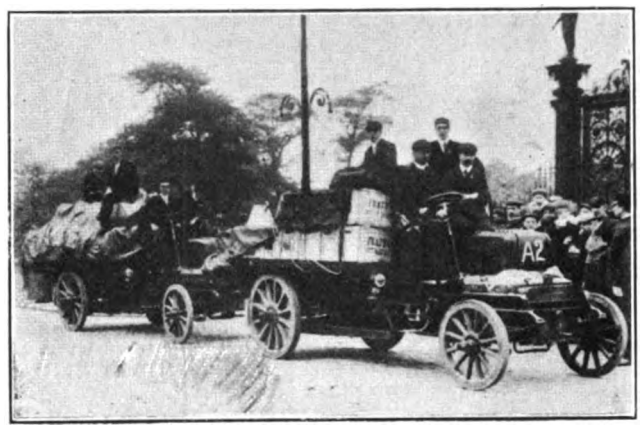
From an examination of records, it is not clear whether this organisation had a separate existence to the Old Company of Carters—the writer suspects that it had—for the reason that the rule books of the Old Liverpool Company of Carters take one forward to the year 1860. The Mersey Company of Carters controlled 100 carts, and it was laid down in their rules and regulations that membership shall be confined to those who carry on business within the borough of Liverpool or within one mile of the boundary. Members had to furnish to the agent, who received a salary "of not less than £250 per annum," the names and addresses of all drivers employed by the Company. No person could be a member if, either as an owner or as a driver of any cart, he had been convicted of embezzlement. The Company undertook that when any offence was committed against the Company or any individual connected with it, a prosecution would be duly initiated. The agent of the Company, whose name is not mentioned on this 112-years'-old document, had to give a bond or security to the Company for not less than £5,000. If any carter in the employ of the Company created a disturbance on the quays or any other place, he could be called upon to forfeit 5/-, beyond such penalties or punishment as might be imposed by law. Disobedience of the order of the Company, or any of its agents, also rendered the carter liable to a fine of 5/-. Another interesting rule was that carters in cases of necessity must lend their horses to another carter, whether the latter was a member of the Company or not. If a carter took goods at less than the established rates he could be fined 5/- for the first offence and 15/- for the second offence, half the amount of the fine to go to the informer, and the other half to the agent of the Company. The Company gave authority to its agent to pay 1/- to such persons as shall be detained from their work to attend at the office to give information of the breach of any of the Company's rules and regulations.

THE BEGINNINGS OF THE MOTOR BUS IN LIVERPOOL. 1904 VEHICLE.



TWO OLD TYPE PETROL LORRIES.

It is worthy of note that considerations of mutual insurance as a measure of protection was the risk against which Liverpool cartage contractors were most anxious to safeguard themselves. In the office of the Cart and Motor Owners' Association at the present time are records of the Liverpool Cartowners' Accident Insurance Society. Insurance business has become an integral part of the work of the Association, but with the growth of risks, it became necessary in subsequent years, to make arrangements for covers to be provided by an insurance company. The Liverpool Cart and Motor Owners' Association to this day, handles a considerable amount of insurance and thus maintains an unbroken tradition which dates back to 1750.

Some time before 1872 there was in existence at Liverpool, at the north end of the city, in close proximity to the timber yards, an organisation known as the Timber Team Owners' Association. Old minute books suggest that this Association worked in harmony and co-operation with the Liverpool Cartowners' Association. Eventually, members of the Timber Team Owners decided to merge into the bigger organisation—the Liverpool Cartowners' Association. The Secretary of the Timber Team Owners was Mr. Thomas Fleetwood. During its history the Liverpool Cartowners' Association was involved in many stirring and vigorously conducted campaigns, notably those for the abolition of the Van and Wheel Tax, and the abolition of the Horse Tax. The legislation in those days, whether viewed in its local or national aspect, had a decidedly vicious taint.

One of the interesting asides of the development of the Liverpool cartage trade was the issue of bye-laws by the Liverpool Corporation, in 1843, relating to the governing of the cartage industry, and the conduct of owners and drivers. In these bye-laws are printed over 20 pages of rates governing probably 600 or 700 items of traffic, which is quoted on the basis of the rate per ton, or the rate per package, per length or distance of 600 yards, or any shorter length or distance. For every subsequent length of 600 yards or part thereof, cartowners were entitled to charge an extra one-fifth of the cost for the first length. Distance was calculated from the place of loading to the place of discharge.

It was an offence, subject to a penalty of 40/-, for a person to drive a horse, a wagon, cart, or such carriage at any faster rate than a common walk; to leave a cart standing in any street at night time; not to stand near the lorry during loading or unloading; to use "threatening, abusive or insulting words or behaviour whereby a breach of the peace may be occasioned." On this point it is worthy of note that in the rules or regulations of the Old Company of Cartowners, revised in 1860, there are several references as to the choice of language. Perhaps one cannot do better than to quote extracts:—

"That if any member shall, during the hours of business in the office, conduct himself disorderly, or use abusive language, swear or assault any member, he shall for each offence be fined the sum of two shillings and sixpence, or for interrupting any member addressing the chair after having been called to order, will be fined one shilling for each offence."

"That if any member, his driver, or any servant in the Company, be found guilty of using any insulting or abusive language in the office or elsewhere, to the agent, or any warehouseman, porters, or others, whose cartage work may be charged, or having any other transactions with this Company, or threaten them in any way whatever, shall forfeit the sum of 5/-."

"That should any member, driver or servant in the Company insult or use any violence or any abusive language in the office or elsewhere, to the agent or any warehousemen, or others who have any business with the Company, curse, or threaten them in any way whatever, if proved before the Committee, will be fined two shilling and sixpence for first offence, and for second offence proved, five shillings; these fines to be liquidated by the member while he retains the services of such offender, and for third offence will be suspended for one month from driving any of the Company's teams, and should any member employ or retain the services of such offenders during suspension, will be liable to a penalty not exceeding forty shillings."

That it should have been necessary to have three rules, each imposing graduated fines for picturesque phraseology, stimulates the imagination as to the necessity for deterrents of such severity, especially when a fine of 5/- in those days would be roughly equivalent to about 12/6d. to-day. The Liverpool Corporation considered it their duty, from time to time, to licence such number of carts of any kind and description to ply for hire in the

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city, as they thought fit. The licence fee was 10/- per vehicle, and owners permitting an unlicensed vehicle to ply for hire, were subject to a penalty up to 40/-. Even drivers had to be licensed, the fee being 1/6d. The fine for employing unlicensed drivers was up to 20/-. The employer was required to hold the driver's licence while the driver remained in his employ, and in cases of complaint, where the proprietor of a cart was summoned to appear before the Justices to produce the driver, the proprietor had also to show the driver's licence which, if the driver were an offending party, could be endorsed in much the same way that the motor driver's licence is to-day. When the driver of a horse-cart left the employ of a cart owner the latter had to return the licence to the employee, but if the driver had been guilty of any misconduct, notice had to be given of the complaint and a summons issued, for the driver to appear before a magistrate, who would enquire into, and determine the matter of complaint and whether or not the licence should be delivered. The magistrate was also empowered in the event of a licence being improperly withheld to award such sum of money as he thought proper to be paid by the employer to the driver by way of compensation.

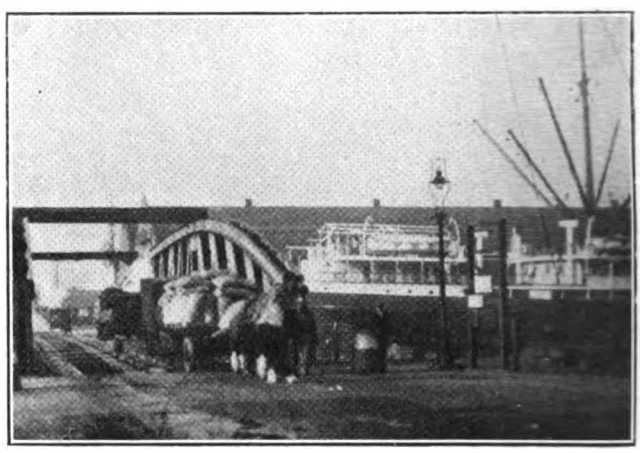
It was a breach of the peace for the carter to cause damage to be done "to the person of anyone, his goods and chattels," and a warrant could be issued for the apprehension of such an offender. Material possessions were apparently regarded sacrosanct. Charges were

A TYPICAL LIVERPOOL TEAM LORRY—IN THIS CASE CARRYING FOUR CHEVROLET CARS.

regulated by the bye-laws, and to receive any excess rendered the cartowner liable to prosecution and to the restitution of the overcharge. There was no neglect of detail in the drawing up of these bye-laws. Every cart, whether public or private, had to have painted on the right, or offside, in one or more straight line or lines, the title of the owner, the town, place and residence, in letters in white upon a black ground, or black upon a white ground, not less than one inch in height and of proportionate breadth. The carts could be required by the buyer or seller of any goods in transit to be weighed at one of the weighing machines. If a journey of more than half-a-mile was necessary the cartowner was entitled to charge 2d. for every horse used, and a further charge of 2d. for every half-mile, together with any tolls that had to be paid. It was not lawful by the Act of 1846, and observed beyond 1864, to drive in any Liverpool street, a carriage, cart, wagon, or float, more than 7 ft. 6 ins. in breadth. No penalties for breach of this bye-law became enforceable until 1859, so as to give cartowners the opportunity of making whatever alterations were necessary. Special exemptions, of course, could be obtained for the use of oversize carts for the conveyance of boilers or other machinery, or for any special purpose or occasion.

Conditions in the port had so changed consequent upon the development of the dock estate, that in 1860 the Corporation made new bye-laws governing the conduct of the cartage industry. One of the outstanding concessions, and one for which we imagine a strenuous fight was made by the cartowners, was the modification of the licensing fees, to 1/- for carts not exceeding ten cwts., 1/6d. for carts not exceeding 20 cwt., and 2/6d. for carts exceeding one ton. Vehicles which had been registered under the bye-laws of 1837 could be licensed for the sum of 1/- only. Within 24 hours of the issue of the licence, the cartowner had to register at the Town Clerk's department. In the event of owners ceasing to carry on the business, licences had to be delivered to the Town Clerk and surrendered. Any auctioneer or person to whom a cart was delivered for sale by the owner, or by any cartwright or wheelwright who purchased a cart with a view to re-sale, was required, within 24 hours after delivery, to furnish the names of both the new and the old owners. Under the amended bye-laws, drivers continued to be licensed, and it was laid down that the driver "shall constantly assist to the utmost of his power in loading and unloading carts when he can be spared from his horse or horses, for which assistance no driver shall take or demand any sum whatever. Every driver who shall make default shall forfeit and pay for such offence a fine, or sum of 5/-, and for second offence alleged, the fine of 10/-." The third offence risked the loss of 20/-, roughly equivalent to a week's wages. A series of stands and stations for carts were provided, and they had to be placed in the direction indicated. Stands accommodation at that time was sufficient for 460 carts.

Carters collecting goods were required to use all practicable expedition in loading, and in any case not to be standing longer than 15 minutes prior to the commencement of loading. If the detention exceeded 15 minutes



HORSE TRANSPORT IS GENEROUSLY EMPLOYED FOR LIVERPOOL DOCK TRANSPORT.

the person engaging the vehicles was required to pay to the driver 1/- for the detention.

The amended cartage rates were based on lengths of 600 yards, or any shorter distance. The schedule is remarkable for its comprehensiveness and is believed by those with long association with the cartage industry to be one of the very few officially recognised lists, even at that period. When owners or drivers were asked to tare their carts they were required to comply, and were entitled to a fee of 6d. For the purpose of ascertaining the quantity of any load any Justice of the Peace, or Constable, could demand the right of inspection, even if the cart was in motion, and could call upon the driver to supply the names and addresses of the person or persons for whom the load was carried. It was an offence, subject to a fine of from 5/- to 20/-, for a driver to refuse, or to delay to take any load when called upon to do so.

Whenever more than two carts were driven in succession the driver following any second vehicle had to leave at least five feet space between his horse and the preceding vehicle, so as to admit of foot passengers passing between them. Every driver whilst following his employment, had to have in his possession a copy of the bye-laws and his licence. Apparently the Watch Committee of 1864 had the right of inspecting carts, tackle and horses, for if any were in an unfit condition for use, the Watch Committee could give notice to the registered owner requiring its disuse, whilst in such a condition, and if the order were not complied with, impose a penalty of 40/- per day. These, then, were conditions that prevailed at the time when the Old Com-

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pany of Carters entered upon its last decade. On January 2nd, 1860, Mr. Thomas Roberts was Chairman of the Company, and Mr. John P. Miller, agent. A subsequent Chairman was Mr. William Edwards, uncle of Mr. William Edwards, President of the National Road Transport Employers' Federation, and for many years President of the Liverpool Cart and Motor Owners' Association.

In 1876 Mr. Miller was succeeded by Mr. Thos. Rogers as agent or, perhaps, Secretary, of the Liverpool Cartowners' Association, and afterwards his place was taken by Mr. Charles A. Still, who held office for 37 years and retired in 1925, being succeeded by Mr. Allen Walter.

One of the remarkable things about the rules of the Old Company of Carters was the rigour with which members guilty of traffic poaching were penalised. It was regarded as improper for a member of the Company to appropriate to himself any work which was charged through the Company, even if the work was offered to the member. To accept it without the sanction of the Committee would subject him to a fine of £200, as liquidated damages, for each house of work so taken from the Company. In the event of an offending member giving to his son or any other person to evade the penalty, the whole or any part of his stock of horses and carts, and such person agreed to do the cartage work in dispute, that person would be held liable to the Company for a penalty of £200 if proved to infringe upon the rights and privileges of the Company. Each member withdrawing from the Company was required to give six months' notice in writing to the agent under a penalty of £50.

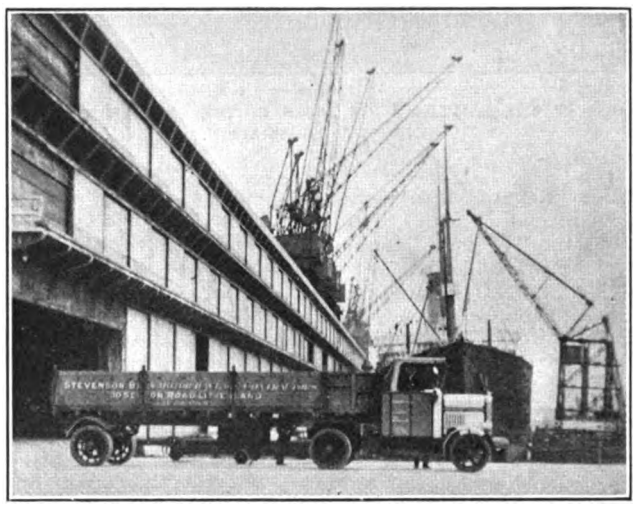
Admission to the Old Company of Carters was at a charge of £5, but in the event of the death of a member, his numbers were transferable to the widow or children free of charge. The rent for each number, in other words, each cart, was £3 per annum, payable to the Company, which, of course, rendered all accounts and kept records of all work done by the member. The number rent was deducted at the rate of 5/- per month from the payments made every two months to members. Monthly meetings of the Company were held, and members coming in later than the ordered time of the meeting suffered a fine of 1/-. Non-attendance involved a fine of 2/6d., unless through the cause of sickness, absence from town or other satisfactory reason, in which case notice had to be sent to the office of the Company not later than one hour before the time of meeting. On the other hand, members who did attend meetings not later than the time stated were rewarded with a fee of 1/-. Those were the days when the system of rewards and punishments held unquestionable sway. If a member, for instance, were elected to serve on the Committee and afterwards declined to act, he forfeited 2/6d., which was also the amount which had to be paid by a resigning member.

The Old Company of Carters was a close corporation, and applications for admittance and the issue of cartage numbers were only granted after full enquiry of the character and position of the applicant. There was co-operation between the firms constituting the Company, and this extended to common understandings as to drivers' duties. If an employee refused, when requested and was disengaged, to take any load, large or small, for any of the Company's firms, he could be fined 2/6d., which was handed over to the driver willing to fill the breach. His employer benefitted by getting the load. Before the seventh day of each month members had to deliver to the Company's offices, their cartage books for the preceding month, in order that copies could be made of the records of work done. Non-compliance with these requirements rendered the delinquents liable to a fine of 1/- per day.

The profit and loss account of the Old Company of Carters was debited with £5 per annum until the sum of £25 was accumulated for the Carters' Accident Fund, from which grants not exceeding £5 could be made to the widows or orphans of any carter killed while in the service of any proprietor of the Company.

In 1870 the Old Company of Carters surrendered its charter, and this meant a vital step in the re-organisation of the Liverpool cartage trade. Individual cartage contractors then began to exercise a full measure of individual autonomy and had to accept responsibility, not only for the due execution of work, but for the rendering of their accounts and the collection of their rightful dues. One gathers the impression that with the increasing trade of the port and the keen quest for work, created by the licensing of a greater number of vehicles, competition in cartage rates began to manifest itself, and the need became evident for a more pliable organisation, such as could exercise a useful influence in stabilising and standardising equitable charges for work done.

When we come to the year 1901 the cartage industry of Liverpool was in the full bloom of development and prosperity, and the Cartowners' Association thoroughly alive to its responsibilities in maintaining on behalf of its members, its claim on traffic, took the initiative in installing an extensive telephone system, linking up with head office all the important points from which traffic was obtainable. For instance, the fruit exchanges, the timber yards, cotton quays, etc. In 1901 the Association had



WHAT IT LED TO—A SCAMMELL SIX-WHEELER. IN THE BACKGROUND IS THE GLADSTONE DOCK, LIVERPOOL.

20 telephone stations along the line of docks near the principal markets, etc., so that advices of required transport could be promptly communicated to the cartage stands. The Liverpool Cartowners' Association was the first of the city associations to fully recognise the tremendous possibilities of the telephone for speeding up business, and thus giving the maximum measure of satisfaction to members.

Throughout its history the organisation has demonstrated its ready adaptability to changing circumstances, yet it has moved cautiously and conservatively, but that does not mean that it is not alert and progressive. It is, very much so, but the layman, the man in the street, has very little idea of the enormous volume of useful work that is undertaken by the Association in the interests of the cartage trade. There are several other transport organisations on the Merseyside, but none, even in the northern counties, has such a clear-cut identity as the one whose history we have reviewed.

Government and Prices.—The Federation of British Industries has appointed a committee which will furnish to the Government views upon the general principles of price maintenance. Its members are Sir Roland Nugent, Director of the Federation; Mr. S. E. Cash, its Solicitor; and Mr. H. L. Kenward, Sales Manager of the Dunlop Rubber Co., Ltd. The latter has prepared evidence, more particularly applicable to the tyre industry, which has been forwarded through the India Rubber Manufacturers' Association to the Board of Trade.

"Sentinel" Service for London and the South.—"Still Better 'Sentinel' Service for London and the South" is the title of one of the very interesting articles in the July issue of "The Sentinel Transport News," published by the "Sentinel" Waggon Works, Ltd., of Shrewsbury. The article describes fully the new "Sentinel" depot built on the Chase Estate, Acton, N.W.10, for providing the owner with the means whereby the efficiency of his "Sentinels" can be maintained at the highest point. The article is well illustrated.

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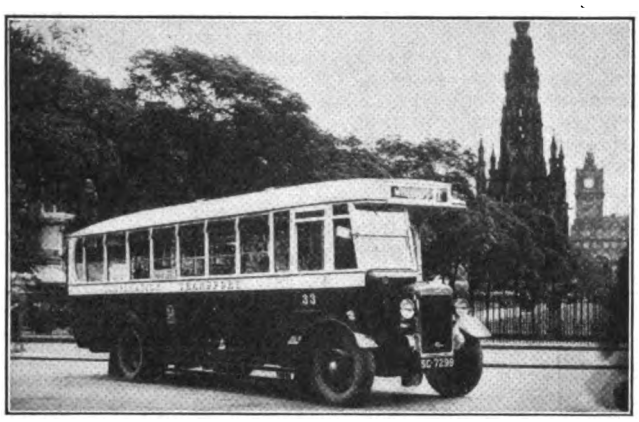
Motor Coach and Bus Notes.

Daimler Buses in Edinburgh.—We reproduce a photograph showing a Daimler C.F.6. single-deck bus in use in Edinburgh. Edinburgh Corporation Transport now have 36 Daimler C.F.6. buses in operation and we understand that they are giving extraordinary efficient and reliable service.



ONE OF THE DAIMLER C.F.6. BUSES IN THE SERVICE OF THE EDINBURGH CORPORATION.

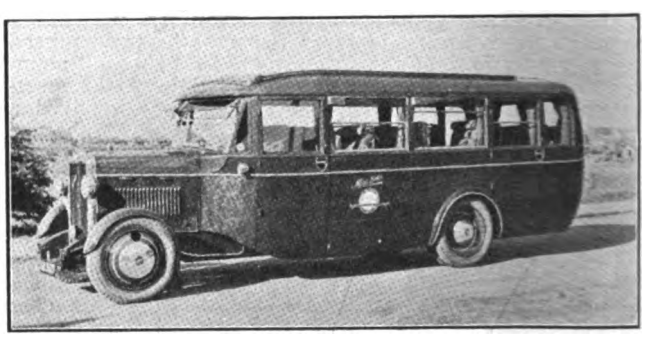
The "Regent" in Glasgow.—Among important Corporations operating buses, Glasgow was one of the first to adopt the "Regent" double decker for municipal service. A product of the Associated Equipment Company, Ltd., of Southall, Middlesex, these Glasgow "Regents" are of exceptionally smart appearance. They also incorporate several distinctive features. One of these is an ingenious emergency exit—patented by the bodybuilders, F. D. Cowieson & Co., of Glasgow—which takes the form of half the front bulkhead being made to swing outwards. This is controlled by mechanism which can be operated either by passengers inside the vehicle, or by any person in the street. It has the advantage of being placed in a position, which even in the event of a head on collision, is likely to receive little damage in the Glasgow type of body. A wide emergency exit is also provided in the lower deck immediately behind the driver, and this again can be easily opened from either the interior or exterior of the vehicle. The staircase has been designed to afford

A.E.C. "REGENT" BUSES IN GLASGOW.

very easy ascent and descent and allows two people to pass in the centre at the same time. It is of the enclosed type, and the rear panelling includes a third emergency exit in the form of a large metal framed window. Three drop windows are included on each side of the upper deck and two on each side of the lower. The fittings throughout are of polished stainless steel. The seats on the upper deck are upholstered in real leather, and those on the lower in a combination of moquette and leather.

East Yorkshire Motor Services.—We have received a copy of the official handbook of the East Yorkshire Motor Services, Ltd., whose main depot is at 252, Anlaby Road, Hull. The company provide road transport services over an extensive area, stretching northwards from Hull to Scarborough and westwards to York and Leeds. For those who wish to spend a portion of their holidays in exploring the interesting and beautiful spots which abound in the East Riding special tickets are sold enabling the holders to travel over all routes for varying periods at exceedingly low prices. Apart from the frequent local services over routes varying from 4 to 65 miles in length, there are several daily long-distance runs from different places in the East Riding to towns in other parts of the country. Six-cylinder omnibuses with luxurious armchair seats and tables are used for this purpose and enable the traveller to make a trip which is even more enjoyable than it would be in the majority of private cars. The guide, which is published by The British Publishing Company, Ltd., Crypt House Press, Gloucester, describes hamlets, villages and towns on or near the Company's routes and contains some excellent illustrations.

Cheap Express Travel.—Ribble Motor Services, Ltd., now operate services of express buses from Manchester and Liverpool to as far north as Glasgow and Paisley and have already built up a highly efficient organisation on many of the main traffic routes. Travel by express bus is remarkably cheap and on journeys of 40 to 50 miles the return fare is only slightly more than the single railway fare. Furthermore journeys are made in remarkably good time.



THE 15-SEATER COACH ON A COMMER "INVADER" CHASSIS, CHRISTENED BY ITS OWNER "MISS 1940."

Commer Bus for Scotland.—The unusually luxurious vehicle illustrated is a 15-seater coach on a Commer "Invader" chassis, which has just been supplied to Mr. M. Antonelli, of Dunoon, Scotland, for service in the Trossachs. "Feather-bed comfort" does in literal truth describe the luxury of the seating arrangements; for, in addition to the usual upholstery, each seat has on top of the head roll another roll in the form of a pad stuffed with feathers which may be folded down the back of the seat to give additional support should the passenger desire to sit upright.

Manchester Buses: Statistical Summary.—We have received from the Manchester Corporation, a copy of the annual report of the Transport Department for the year ended 31st March in which it is stated that the revenue from motor buses for the year was £271,189 as compared with £225,388 in the previous year, and the passengers carried being 24,430,042 as compared with 20,212,221, an increase of 4,217,821. The following figures regarding the operation of motor buses per bus mile are given:—Receipts, 13.675d.; working expenses, 11.166d.; capital charges, 1.519d.; provision for renewals, .759d.; total expenses, 13.444d. The number of buses in stock at 31st March, 1930, was 190, as follows:—Double-deck, 67; single-deck, 123. There are on order, but not yet delivered, 19 single-deck buses and 6 double-deck buses. Here is an analysis of expenses per bus mile:—**Traffic.** Superintendence, .011d.; wages of traffic and cash clerks, .072d.; wages of drivers and guards, 3.465d.; wages of other traffic employees, .193d.; cleaning vehicles, .367d.; garage expenses, .254d.; ticket check, .179d.; uniforms and personal equipment, .065d.; lubricating oils and greases, .406d.; miscellaneous, .035d.—5.047d. **General.** Salaries and wages.

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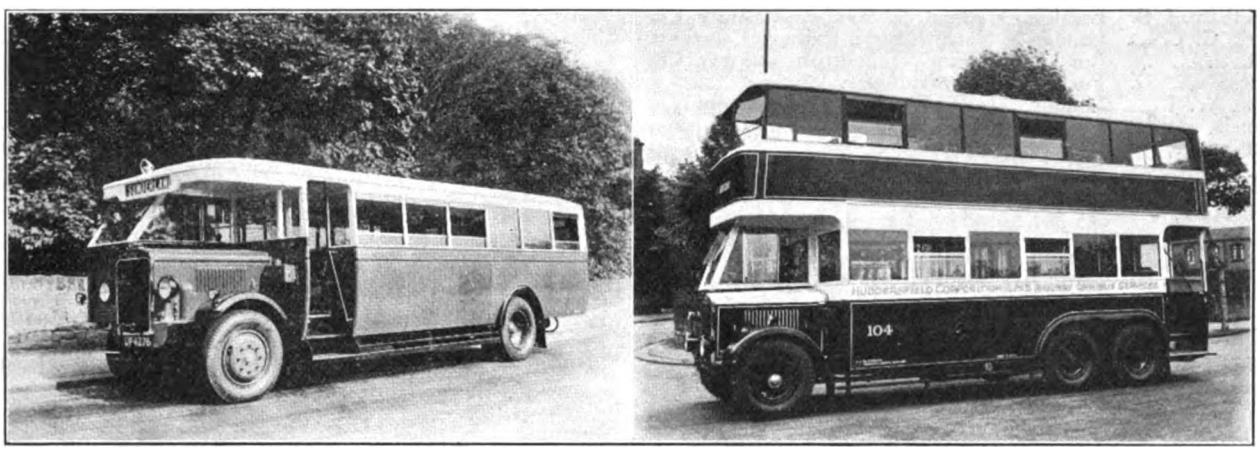
.241d.; proportion of expenses of Town Clerk's and Treasurer's departments, .014d.; rents, .025d.; rates on garages, .087d.; printing and stationery, .041d.; cleaning, heating and lighting offices, .031d.; compensation, .108d.; health, pensions and unemployment insurance, .108d.; fire and other insurances, .005d.; telephones, postages, etc., .018d.; miscellaneous, .061d.—.739d.; licences, .371d. Repairs and Maintenance. Bodies, .480d.; chassis, 1.580d.; tyres, .333d.; buildings and fixtures, .054d.; machinery and plant, .061d.—2.508d.; petrol, 2.217d.; superannuation fund, .284d.; total working expenses, 11.166d. The bus route length operated is 210 miles; bus miles travelled, 4,759,602; average distance travelled for one penny, .898 miles; average fare per mile, 1.113d.; percentage of working expenses to receipts, 82; average fare paid per passenger, 2.66d.; average number of passengers per bus mile (tickets issued), 5.13.

Karriers for Huddersfield and Sunderland.—Our photographs show attractive types of passenger vehicles which have recently been delivered to the Huddersfield Corporation—whose fleet of vehicles are now operated jointly by the L.M.S. Railway Co.—and to the Sunderland District Omnibus Co. The Huddersfield delivery comprises three of Karrier "Consort" six-wheel double-deckers, whilst four Karrier "Chaser-Six" single deckers are the choice of Sunderland. The Huddersfield double-decker is a 56-seater; 24 passengers being carried on the lower deck and 32 on the upper. Bodywork is by Park Royal Coachworks, Ltd., of London, and the vehicle, which is finished in the Corporation's standard colour scheme of maroon and cream, is mounted on a "Consort" six-wheel chassis which, in this case, has a shortened wheelbase of 15 ft. 11 in.—necessitated by the fact that the vehicle has not to exceed 26 ft. overall—and incorporates the new six-cylinder Karrier side-valve engine which, developing up to 110 h.p. (R.A.C. rating 37.2) is smooth and silent in operation. The tyres are 36 in. by 8 in. singles throughout. Lubrication of the chassis is by the "Alcyl" centralised system. The brakes of the "Consort" act on the four rear driving wheels and being servo-assisted (Westinghouse). Autovac feed is fitted in conjunction with a 43 gallon tank mounted on the near-side chassis frame member amidships, and a twelve volt lighting set of the constant voltage type is installed, the generator having a maximum rating of 54 amperes and supplying current to a 200 amp. hour N.I.F.E. battery. The driver's canopy is of the fully-floating type, and it is built so that the near-side section can be removed to give access to the engine. Of the seats in the lower saloon—all of the semi-bucket type upholstered in moquette and leather—eight pairs face forward, whilst four seats are positioned each side facing centre over the wheel arches. Two windows each side of both the lower and upper saloons are of the half-drop type with aluminium louvres above, whilst the rear windows of the upper saloon are framed in the form of a door hinged at its lower edge and this forms an emergency exit. Seats on the upper deck—all of which face forward—are upholstered in leather and are well-sprung. The stairway—2 ft. wide—is fully enclosed, loading platform is only 18 in. from the ground (unloaded), and entrance to the lower saloon is 2 ft. 8 in. wide with ample room for standing between the wheel-arch seats. Destination indicators are positioned fore and aft. With regard to the "Chaser-Six" buses, these are 32-seaters (bodywork by Park Royal Coachworks, Ltd.) with forward entrance and rear emergency door. Driver is positioned alongside engine in a fully-floating cab with sloping windscreen. All seats—covered in Brown Antique Leather—face forward with the exception of one seat each side over wheel arches. Windows are of the fully-drop type with glass louvres above. Colour scheme is in blue and white, whilst the roof interior is covered with white glazed and washable rexine. Floor is covered with cork lino. The chassis is a standard production with the exception that a 45 gallon petrol tank is fitted on the off-side and 38 in. by 8½ in. low pressure tyres are mounted. The power unit is the same as fitted to the Huddersfield double-deckers, with petrol and oil consumption of 8 and 1,200 m.p.g. respectively.

Privately Hired Municipal Buses.—On behalf of Bury motorcoach owners, the Amalgamated Horse and Motor Owners' Association of Manchester has been discussing and negotiating with the Bury Corporation Tramways Department the matter of Corporation motor buses being hired out for private party work. It would appear that Corporation buses have been hired for journeys to Blackpool at rates which are competitive with those charged by local vehicle owners. Circular tours have also been arranged and advertised by the tramways department. Mr. J. S. Howarth, on 29th July, received from the Bury Corporation a letter stating that it had been decided to discontinue the running of motor buses to Blackpool from the end of July, and he was invited to put before the Tramways Committee suggestions with a view to removing the causes of grievance. At the time of writing Mr. Howarth is arranging an interview with the authorities in order that a free discussion may take place and a solution found satisfactory to both sides.



LEFT: THE KARRIER "CHASER-SIX" FOR THE SUNDERLAND DISTRICT OMNIBUS CO. RIGHT: THE KARRIER "CONSORT" 6-WHEEL BUS FOR HUDDERSFIELD CORPORATION.

Manchester and Salford Coachowners.—Manchester Motor Transport (Owners') Association and the Commercial Motor Users' Association (Joint Organisation) which this season introduced a scheme for the rationalisation of motor coach traffic throughout the Manchester area, have had one disappointment. It had been hoped that the arrangements which had been made in the interests of Manchester motor coach owners would be extended in their entirety to Salford, but owing to licensing difficulties, full adoption of the scheme has been held in check. In Manchester satisfactory results have accrued from the plan, and particularly in the elimination of light running, but recently the old evil of price cutting has reared its head. It has become more manifest since the change in the weather caused bookings to fall off.

Manchester Licences.—The following firms of motor bus owners have obtained licences to operate services from Manchester:—Messrs. W. E. Curtis, Harry H. Dobson, Harry Evans, Holt and Sons, Ingham and Stott, A. E. Lingley, Majestic Saloon Coaches, E. Prince, T. Mootry and Son, Robert Scott, George Scully, Stephen Timperley, Henry Shaw, T. Dean, Joseph Roscoe, all of Manchester; Bury Corporation Tramways Committee, and Manchester Corporation Transport Department.

Long Distance Services to Blackpool.—Motor coach owners at Sunderland and London have been given permission by the Blackpool Licensing Authority to run motor coach services to Blackpool. The Committee agreed that they wanted as many people to come to Blackpool as possible, and they gave their sanction to the applications subject to their conforming to local by-laws. There must be no plying for hire while in Blackpool.

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Institute of Transport.

Results of Examinations, 1930.

The Institute of Transport examinations were held in London, Birmingham, Bombay, Bristol, Edinburgh, Hull, Leeds, Manchester and South Africa in April, 1930. Of the 104 candidates who entered for the Associate Membership Examination, 52 passed, and of the 42 who entered for the Graduateship Examination, 18 succeeded in satisfying the examiners.

The names of the successful candidates are :—

Associate Membership Examination.

Name.	*Employer.*
Aldred, J. A.	Metropolitan Railway Company.
Asher, J. M.	London & North Eastern Railway Company.
Atkinson, A. R.	London & North Eastern Railway Company. (*Distinction* : Modern Railway Operation; Rights and Duties of Transport Undertakings.)
Attwell, A. L.	South African Railways and Harbours.
Barker, G.	Schweppes, Ltd.
Beeston, R. J.	London & North Eastern Railway Company.
Bond, A. J.	London, Midland & Scottish Railway Co.
Bostock, E.	London & North Eastern Railway Company.
Bowler, R. B.	London & North Eastern Railway Company.
Brazil, J. W. G.	Mitchells and Butlers, Ltd. (*Distinction* : Law relating to Transport.)
Chamberlain, A. J.	London, Midland & Scottish Railway Co. (*Distinction* : Law relating to Transport.)
Cheetham, J. R.	London, Midland & Scottish Railway Co.
Clark, G. C.	London & North Eastern Railway Company.
Cott, S.	London, Midland & Scottish Railway Co.
Course, A. G.	Port of London Authority.
Crisp, W. J.	London, Midland & Scottish Railway Co.
Daniels, A. V.	London & North Eastern Railway Company.
Douthwaite, C. E.	British Extracting Company, Ltd.
Dove, C. A.	Port of London Authority.
Farbrother, A. E. P.	Port of Bristol Authority.
Green, W. E.	London & North Eastern Railway Company.
Hardy, J. A.	South African Railways and Harbours.
Harrington, J. L.	Southern Railway Company.
Hastie, W. F. S.	London & North Eastern Railway Company.
Hutchings, S. W.	Great Western Railway Company.
Jubb, E. C. V.	Metropolitan, London United and South Metropolitan Electric Tramways, Ltd.
Knowles, V. F. M.	London, Midland & Scottish Railway Co.
Mathew, E. A.	South African Railways and Harbours.
Mathews, W. J.	South African Railways and Harbours.
Moss, W. E. C.	Great Western Railway Company.
Pearson, S.	Aire and Calder Navigation.
Petley, E.	London & North Eastern Railway Company.
Pope, G.	London & North Eastern Railway Company.
Robertson, G. J. W.	Metropolitan Railway Company.
Roy, P. B.	London & North Eastern Railway Company.
Rutherford, A.	London, Midland & Scottish Railway Co.
Satchell, A. W.	London & North Eastern Railway Company.
Sheppard, W. W. N.	Great Western Railway Company.
Simmons, V. G.	Manchester Corporation Transport Department.
Smith, G. R.	Southern Railway Company.
Smith, L.	Great Western Railway Company.
Smith, W. S.	London & North Eastern Railway Company.
Steele, F.	South African Railways and Harbours.
Taylor, H. V.	South African Railways and Harbours.
Tomlinson, J. R.	Aire and Calder Navigation.
Vernieux, L. E.	Calcutta Tramways Company, Ltd.
Ward, A. V.	London & North Eastern Railway Company.
West, W. H.	London, Midland & Scottish Railway Co.
Wheel, M. E.	Great Western Railway Company.
White, F. E. P.	Southern Railway Company.
Wiggins, J. F. R.	Mersey Docks and Harbour Board.
Wolters, N. C.	Rhodesia Railways, Ltd.

Graduateship Examination.

Binns, E. C.	London, Midland & Scottish Railway Co. (*Distinction* : Principles of Statistics.)
Collis, H. J. N.	Rhodesia Railways, Ltd.
Drake, C. F.	South African Railways and Harbours.
Fisher, F.	Great Western Railway Company. (*Distinction* : Elements of Traffic Working.)
Gibbs, C. W.	South African Railways and Harbours.
Gibbs, N. E.	South African Railways and Harbours.
Haupt, C. B.	South African Railways and Harbours.
Headford, D. C.	Port of Bristol Authority.
Hurry, H. A.	South African Railways and Harbours.
Lewis, D. S.	London & North Eastern Railway Company.
Marenbon, A.	R. A. Dyson and Company, Ltd. (*Distinction* : Mathematics.)
Moynihan, D.	Manchester Corporation Transport Department.
Purvis, W. E.	South African Railways and Harbours.
Simms, A.	Manchester Corporation Transport Department.
Skegg, J. E.	Metropolitan Railway Company. (*Distinction* : General Economics.)
Snow, C. V. C.	South African Railways and Harbours.
Tyler, E.	London & North Eastern Railway Company.
Wynne-Davies, G.	Southern Railway Company.

The Automobile Association.

Annual Meeting.

The twenty-fifth Annual Meeting of the Automobile Association was held at the Savoy Hotel, on July 16th last, Mr. Charles McWhirter, Chairman of the Committee of the Association, presiding.

In presenting the Annual Report and Accounts, the Chairman stated that the outstanding event of the present year had been the introduction of the Road Traffic Bill. The Association was not satisfied with the Bill, for motorists were liable to excessive fines for merely nominal offences, and were even liable to be imprisoned for offences when they were unable to define exactly what those offences were. Fortunately, there was a proviso in the Bill that the motoring organisations must be consulted. Therefore, the work of the Automobile Association, instead of being ended by the passing of the Bill, would necessitate very careful examination of the proposed regulations.

Concerning the work done on behalf of members by the Association, the number of miles covered by A.A. patrols during the year was twenty-six millions. Quite apart from the work on the road, the total inward correspondence for the twelve months was over one and three-quarter millions, and outward correspondence exceeded two and a half millions. Such correspondence naturally necessitated a large staff, but another reason which justified a large office staff was due to the calls on the A.A. Touring Department, which was issuing 2,000 tours per day for every working day of the year. Those 2,000 applications for routes meant 2,000 intricate problems which had to be replied to within twenty-four hours.

The Accounts showed that £628,000 was spent directly for services to members on the road.

The Report and Accounts were carried unanimously.

Presentation to Mr. Stenson Cooke.

At a Luncheon following the Meeting, a presentation was made to Mr. Stenson Cooke, to mark the occasion of his completing twenty-five years as Secretary of the Association.

The memento took the form of a portrait of Mrs. Stenson Cooke, with an address signed by nearly fifty representatives of the motoring press, recording their appreciation of many courteous and helpful services received, and extending to Mr. Stenson Cooke sincere congratulations on completing a quarter of a century of useful work, and of successful endeavour resulting in the establishment of the greatest motoring organisation in the World.

Mr. Stenson Cooke, in returning thanks, said that he valued the presentation as an outward and visible sign of intense personal friendship. The presentation had made him a very grateful and happy man, and he felt that it could have taken no more graceful form than that of the picture of the woman who had meant far more to the Automobile Association than they could know.

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Long Distance Road Haulage.

Evidence given before the Royal Commission on Transport.

ON page 507 of our July issue we dealt with the Memorandum submitted to the Royal Commission on Transport by the Long Distance Road Haulage Committee of Inquiry and mentioned that Sir Maxwell Hicks, C.B.E., the Chairman of the Committee, gave evidence before the Commission on June 25th.

Answering questions put to him by Sir Arthur Griffith-Boscawen, P.C., the Chairman of the Royal Commission, Sir Maxwell Hicks said that if the Commissioners could see their way to recommend the licensing of all hauliers, including the local man, his Committee should be for it rather than against it, but they saw difficulties in doing it quickly. They thought the Commissioners might meet that section of the trade by recommending that all long-distance hauliers should be licensed even if they could not go the whole way and recommend the licensing of all hauliers. They would like to see all the hauliers licensed.

Continuing his oral evidence, Sir Maxwell said that his Committee suggested that any long-distance haulier applying for a licence must satisfy the Traffic Commissioners to be appointed under the Road Traffic Act that the vehicles proposed to be used had been licensed for long-distance road haulage work. Technically there was a difference between a vehicle's fitness for long-distance work and a vehicle's fitness for London or town work. The Chief Engineer would say a vehicle was apparently all right for a radius of 20 miles, but he would not send it 200 miles away from its base because of a possible breakdown. Further, with reference to the licensing of hauliers, a haulier, beyond proving he had got his vehicle licensed should have also to prove that he was not going to break the law with regard to his drivers. His Committee suggested that the Traffic Commissioners should require a declaration by the applicant that all legal requirements had been complied with during the period preceding that for which the licence was to be granted. In starting a new thing like the licensing of hauliers it was very difficult to know what could be insisted upon to blot out the man who was not a satisfactory person. His Committee submitted for the time being, for the first few years, a declaration should be obtained that in the twelve months before a haulier applied even for his first licence he had complied with the law, and he would like to see it go further, that the haulier was complying with the standard practice in regard to working conditions. When he referred to complying with the law, he meant any law that might be in force applying to long-distance haulage.

Sir Maxwell said that in regard to the particular trade in which his Committee was interested, they favoured a Joint Industrial Council of representatives of employers and employees and that their decisions should be made binding on both sides as in that particular trade, whatever might be one's view in other trades, men were turned loose on the public roads with ill-found vehicles, and, therefore, his Committee felt justified in submitting that any agreed system of wages should be enforced on the whole trade.

Answering a question put to him by Mr. William Leach, M.P., who said that in paragraph 33 of the Memorandum submitted by the Long-Distance Road Haulage Committee of Inquiry, recommendations were made which were more or less in the nature of imposing by law the Fair Wages Clause and that that was the principle underlying it, which principle was embodied in the Road Traffic Bill in so far as public service vehicles were concerned, and did he want to extend it to hauliers' vehicles in the same way, Sir Maxwell Hicks said he wanted to extend it to the long-distance haulage vehicles, and, personally, he certainly should not object to its extension to the short-distance haulage vehicles.

Later on in his evidence, Sir Maxwell said that his Committee had made suggestions to the Commission in their memorandum submitted which they believed, if carried out, would enable the industry to be in a better position for what the Commissioners might recommend with regard to co-ordination.

Mr. Leach put a number of questions to Sir Maxwell Hicks dealing with the question of co-operation. Sir Maxwell pointed out that under present circumstances in the long-distance section of road transport his Committee submitted that there was no possibility of co-operation because the conditions of working were not in any sense identical and they were asking the Commission to make them identical which was usually, in rough lines, a condition precedent to any effective co-operation.

Asked who, in his judgment, ought to be co-operating, Sir Maxwell Hicks said that if co-operation was desirable, and he had not admitted it was, they would take it for granted that co-operation was desirable if they were going to carry through anything successfully for co-ordination. In his view, to-day in the industry there was no possibility of effective co-operation. When they asked who ought to co-operate, if co-operation was desirable everybody ought to co-operate. He was talking purely of the long-distance section of road transport and had been giving evidence purely upon that section. There was no co-operation in the long-distance section. He should like to see a measure of co-operation under which all members in that industry would be working on lines of safety to the public and road users so that they could ultimately be in a better position to discuss collectively with trade unions and other important bodies matters affecting their industry.

Mr. Leach: Co-operation, I suppose, we must take to mean the opposite of competition?

Sir Maxwell Hicks: I do not agree. Surely competitors can co-operate.

Later in his evidence Sir Maxwell Hicks said he thought the railway figures clearly showed that, of their road transport commitments, their terminal services alone showed a loss of just under £1,500,000 per annum.

In the course of his replies to questions put by Lord Northampton and Major Crawfurd, Sir Maxwell Hicks said he admitted that the whole question of Clearing Houses was very difficult to define, and one did not like to embark in any way on a diatribe against them generally because in theory, if they could have a co-operative Clearing House properly run, everyone would like it. He thought the ideal Clearing House was one controlled by the hauliers and by the traders, if they liked by the local Chamber of Commerce with a vote and not working for profit, so that there was no incentive to sweat the haulier or to cut unduly. He was advocating that the ideal Clearing House should be controlled by hauliers plus traders—the two sides; the man who provided the transport and the man who used it. He thought a joint organisation, controlled jointly, should be limited as to profits. He would like to see the two sides together in co-operation; almost co-ordination between these two sections.

Asked by the Chairman whether he thought the long-distance haulage business was likely to grow, Sir Maxwell Hicks said his own personal opinion was that if they got things brought into law and got the business put on a proper basis the railway business was likely to grow and the long-distance haulage was likely to be slightly reduced; because they would undoubtedly lose a certain amount of traffic which went by road now and which never ought to go by road because it was not economic traffic; it was simply slaughtering the people who carried it, and some of that would probably go back to the railway or to coastwise. But they should have an established section of the industry working on sound lines from every point of view, and they should be much more liable to remain in existence as a check on the railways in the interests of the traders. They were not aiming at all at a large further diversion of traffic from the railways to the roads.

British Industries Fair.

FOUR-FIFTHS of the space in the British Industries Fair, to be held at Olympia, London, and Castle Bromwich, Birmingham, from February 16th to 27th next year, has already been let, the total area booked in the two sections up to August 1st amounting to more than 400,000 square feet. In the London Section, where the area available is 300,000 square feet, bookings up to August 4th amounted to 236,000 square feet, which is more than the amount booked at this time of year for any previous Fair. "Taking into account the general trade depression and the holidays, the eagerness of manufacturers to exhibit is regarded as very satisfactory," an official said.

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In Parliament.

London Traffic. In reply to questions regarding progress with the proposed scheme for the reorganisation of London traffic, Mr. Herbert Morrison, the Minister of Transport, said he could not say when the scheme would be published. He was, however, hoping to receive the report and advice of Sir William McLintock quite soon, but the House would appreciate that that must be regarded as a confidential document of the Government, which could not be published. The House might be assured that he was very anxious to take the earliest possible opportunity of effectively dealing with this urgent problem.

Asked what were the main reasons responsible for delay, Mr. Morrison said he thought the reasons might be taken to be the complication of the financial considerations involved in the various undertakings.

Restrictions on Road Bridges. Mr. Vaughan asked the Minister of Transport the number of bridges in England and Wales in Class I, Class II, and unclassified roads, respectively, whose user is restricted to vehicles of lesser weight that may legally use the roads; in how many cases is such restriction by by-laws of railway and canal companies and similar bodies; and in how many by order of the Ministry of Transport under Section 7 (4) of the Roads Act, 1920? Mr. Herbert Morrison, replying, said that four orders made under Section 7 (4) of the Roads Act, 1920, are in force prohibiting the driving of various classes of mechanically-propelled vehicles on five bridges, three of which are on Class I roads, one on a Class II road, and one on an unclassified road. The other restrictions on the use of bridges to which reference had been made were, in the main, restrictions under the provisions either of the Locomotive Act, 1861, or of the Heavy Motor Car (Amendment) Order, 1907. These restrictions could be imposed without reference to him and he had no information as to the number of bridges affected.

Proposed Tyne Bridge. Mr. West Russell asked the Minister of Transport whether he had received the engineer's report with regard to the proposed bridge or tunnel across the Tyne between Tynemouth and South Shields; and whether he was in a position to make a statement on the matter? Mr. Herbert Morrison (Minister of Transport) said he had received the engineer's report upon the proposed bridge. It was necessary that borings should be made before further action could be taken, and a tender had recently been accepted for making the borings.

Motor Coaches in London. Asked how many motor omnibuses belonging to the long-distance services, other than those hired for private purposes, entered the centre of London daily; and whether any Regulations existed limiting their size and numbers and the streets in which they were permitted to circulate? Mr. Herbert Morrison, the Minister of Transport said he assumed that the question related to motor coaches as distinct from motor omnibuses plying for hire within the Metropolitan Police district. There was no information available as to the number of motor coaches which entered the centre of London daily. As regards size, motor coaches were subject to the statutory restrictions applicable to all heavy motor cars, but there was no direct control of these vehicles when in the Metropolitan Police district as regarded either their number or the streets which they might traverse. They would, however, be controlled in these respects when the provisions of the Road Traffic Act relating to public service vehicles in the metropolitan area came into force.

Traffic Control Systems. Sir C. Rawson asked the Minister of Transport whether he was aware that the automatic coloured-light system of traffic control in Piccadilly had proved inefficient; and why it was being repeated in Ludgate Circus, supplemented by manual control exercised by a policeman on point duty? Mr. Herbert Morrison said that the two systems of signalling were intended to serve different purposes. In the one case the light signals conveyed information to the police as to what was happening at the various points at which they were installed; in the other case the light signals directly controlled the traffic; in neither case were the signals automatic. He was informed that both signals were regarded as efficient and satisfactory for their respective purposes.

In reply to further questions the Minister of Transport said that no automatic traffic signals had so far been erected in the Metropolitan area, but there were manually controlled installations in Piccadilly and Ludgate Circus. It was proposed, subject to the concurrence of the local authorities, to make an experiment with an automatic installation in Oxford Street. The question of erecting such signals in other parts of London was under consideration. Within their limits and for their purpose, they had been successful, but neither of the experiments so far came up to the modern standard of the Ministry of Transport.

The House was prorogued on Friday, 1st August, until Tuesday, 28th October, 1930.

Road Vehicles—Great Britain.

A return has been issued by the Ministry of Transport giving particulars of the gross receipts from the taxation of Road Vehicles for the period from 1st December, 1929, to 31st May, 1930, and of the number of motor vehicles registered for the first time during the month of May, 1930. Copies (price 2/6d.) can be obtained from H.M. Stationery Office, Adastral House, Kingsway, W.C.2.

The gross amount received in payment for licences issued during the six months ended 31st May, 1930, was £21,340,238, compared with £20,312,028 in the corresponding period of the previous year. The gross amount is subject to deductions in respect of rebates, refunds, statutory deductions, including costs of collection and administration and the proportion due to the Exchequer, under the Finance Act, 1926, from the net receipts of the taxation of motor cycles and vehicles taxed on horse-power.

Particulars are given of the total numbers of licences issued and surrendered during the six months to the 31st May, 1930, and of the aproximate numbers of licences current on that date. The total number of motor vehicles, excluding tramcars and trade licences, was approximately 2,130,000, compared with 2,027,000 in the corresponding period of the previous year.

The total number of mechanically propelled road vehicles registered for the first time in May, 1930, was 34,641, compared with 39,172 in May, 1929, the figures for the several classes being:—

	May, 1930.	May, 1929.
Cars taxed on horse power ...	17,665	19,964
Cycles	10,993	12,028
Hackney Vehicles	1,057	1,853
Goods Vehicles	4,458	4,998
Other Vehicles	468	329
	34,641	39,172

Leeds and District Horse and Motor Owners' Association.

The Annual Outing of the Leeds and District Horse and Motor Owners' Association was held on July 10th last.

Leaving City Square by motor coaches at 1.30 p.m., an enjoyable drive was taken to Thorp Arch, where tea was served.

After tea there were sports, and the first prize for the egg and spoon race was won by Mrs. Pease. The first and second prizes for the blindfold race were won by Miss Whitehead and Miss Stonehouse respectively.

The Cup for the quoits handicap was won by the President of the Association, Mr. J. I. Stonehouse, after an exciting game, the runner up being Mr. Sam Stone. This is known as the "Hargreaves" Cup and is competed for by members of the Association only, and was presented last year by Mrs. Thos. Hargreaves.

There were various comic races the most amusing being one in which each competitor had to run a hundred yards, eat a piece of cake and drink a bottle of lemonade without touching either with the hand, the cake being held by a lady who poured lemonade into the competitor's mouth.

After a short speech by the President, who said it gave him great pleasure to be amongst such a jolly crowd, Mrs. Thos. Hargreaves presented the prizes.

The Vice-President, Mr. A. H. Butterwick, proposed a hearty vote of thanks to Mr. and Mrs. Thos. Hargreaves for their attendance, and to Mrs. Hargreaves for again presenting the prizes, and the votes were supported by the Secretary, Mr. A. Harrison, and carried with great enthusiasm. After a game of cricket a tired but happy crowd returned to town.

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Round the Lancashire Associations.

Liverpool Conference of Employers.

The Liverpool transport employers proposals with regard to the inclusion of an optional arrangement in the existing agreement with the Liverpool Carters and Motormen's Union by which motormen engaged in up country work may be employed on the accumulative system of working, are still the subject of negotiations between the Conference of Liverpool and District Road Transport Employers and the Union. The Conference had a meeting on Monday, 28th July, at which full consideration was given to the various aspects of the present position.

Amalgamated Horse and Motor Owners' Association.

In accordance with the resolution passed by the General Council of the Amalgamated Horse and Motor Owners' Association, Manchester, and the resolutions passed by a general meeting of members, who were Oldham and district employers, notice was given last month to carters and motormen, that failing an agreement being arrived at by the negotiating committee with the United Road Transport Workers' Association of England, a reduction in the standard rate of wages to commercial road transport workers would take place on the first pay day in August. This question of wages has been under the consideration of the Lancashire and Cheshire Transport Council for several weeks mainly on the representations of vehicle owners in Oldham, Saddleworth, Ashton, Middleton, Hyde and Littleborough. In consequence of the decision of the Amalgamated Horse and Motor Owners' Association to enforce a reduction of 4s. per week, the men held a meeting on 1st August, when it was decided to remain at work because only a small percentage of the men had had their wages reduced. These, it was stated, were in the employ of cotton-waste merchants which have recently suffered bad trade. The coalowners and Corporation decided not to make any cuts. At a conference between the employers and workers, on 31st July, the employers refused to adopt the suggestion that they should withdraw the notices. The carters and motormen have deputed their general secretary to continue negotiations with the employers.

Liverpool C.M.U.A.

Liverpool Area Committee of the Commercial Motor Users' Association again had under consideration, at its July meeting, the question of interference with natural water supplies (for steam wagons) caused by road construction work. After discussion it was decided to put the matter on the agenda for the August meeting, by which time it was expected that further evidence would be available.

Manchester Transport (Owners') Association.

Negotiations have been proceeding between the Manchester Transport Owners' Association and the United Road Transport Workers' Association on an application put forward by the employers for alterations in the wages of road transport workers. When the terms were submitted to a mass meeting of the men they unanimously decided not to agree to any alteration of their present rates. The meeting, however, authorised its representatives to continue negotiations. The union view is that there are large establishments in the city with wagons licensed and insured for the year, standing by, in addition to overhead charges which obtain in the busy period, which do not seem to have been reduced in proportion to the amount of work the men are doing. They hold that a reduction would not help employment or make transport any cheaper.

In an interview with our representative, Mr. H. Howard Robinson stated that ever since the inception of the Lancashire & Cheshire Joint Council, efforts had been made to obtain the participation of the United Road Transport Workers' Association but that organisation had not seen its way to join with the whole of the employers and the remaining two thirds of the transport workers organised in another union, in dealing with conditions in the transport industry. There was no agreement whatever between the United Road Transport Workers' Association and any road transport employers organisation in Lancashire and Cheshire, and the position that now obtains is that in certain districts notice has been given by the employers to enforce a reduction in the present wage rates. Several meetings have already taken place, as the result of which it is hoped that means will be found to avoid a rupture. The state of trade in the county justifies the employers application, also the modification of the cost of living figures. Unfortunately, there were two unions catering for the road transport workers. The employers application is for a reduction of 2s. per week in the wages of juniors and 4s. per week in the wages of seniors.

The situation took a serious turn in consequence of failure of the joint conference of employers and employees (Lancs. & Cheshire Joint Road Council), held on 1st August, when the Transport and General Workers' Union refused to entertain the proposal of the Manchester Transport Owners' Association to reduce wages. According to a statement issued after the meeting the dates of the reduction in the different centres will be the subject of special conferences. The union states that it has been prepared at all times to meet any reasonable demand of the employers in the endeavour to assist the trade, but it cannot agree to any further wages reduction. It hopes the Joint Council will continue its work because it was never more necessary than it is to-day.

Institute of Transport.

Examinations, 1931.

Examinations for Graduateship and Associate Membership of the Institute of Transport will be held in London and at other Centres on Thursday, Friday and Saturday, April 30th, May 1st and 2nd, 1931.

The Main Line Railways, the Metropolitan Railway, and the London Underground Railways and L.G.O.C. Group, subject to the exigencies of each Company's business, have agreed to grant leave of absence (without loss of pay) to members of their staffs taking these Examinations.

The subjects are as follows:—

GRADUATESHIP EXAMINATION.

1. General Economics.
2. (a) A modern foreign language, *or* (b) Mathematics.
3. The elements of traffic working by Railway, Road, Water (including Docks), and Air.
4. Principles of Statistics, with special reference to Transport.
5. (a) The transport arrangements of Spain, *or* (b) Economic Geography.

ASSOCIATE MEMBERSHIP EXAMINATION.

(i) Traffic; (ii) Engineering; (iii) Audit; (iv) Legal;

Sections.

1. One of the following:— The Economics of	2. One of the following:— The Modern operation of
(a) Railway Transport.	(a) Railway Transport.
(b) Port Administration and Inland Water Transport.	(b) Ports, and Inland Water Transport.
(c) Road Transport.	(c) Road Transport.
(d) Air Transport.	(d) Air Transport.

3. The Rights and Duties of Transport Undertakings.
4. The fourth subject in each Section is:—

Traffic:	The economic development of the Great Powers, with special reference to the problems of Transport.
Engineering:	A thesis on a Railway, Port and Waterway, Highway, or Air Transport subject.
Audit:	(a) General Principles of Accounting, (b) Accounting and Audit of a Railway, Port and Inland Waterway, *or* Road Transport Undertaking.
Legal:	The Law relating to Transport.

The latest dates for the deposit by candidates of forms of application are:—*For exemption,* November 30th, 1930; *for examination,* February 1st, 1931.

Fuller particulars, forms of application, and copies of the complete Syllabuses and of the papers set at previous Examinations (price 1s. 0d. per set, post free) can be obtained from the Secretary, The Institute of Transport, 15, Savoy Street, London, W.C.2.

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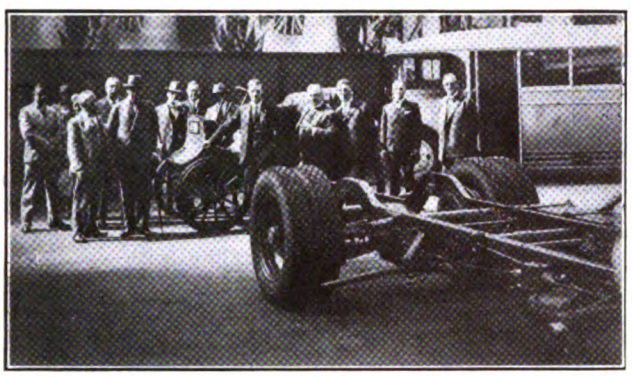
News from all Parts.

The Parliamentary Secretary, Ministry of Transport, on the Road Question.—Lord Ponsonby in opening the Exhibition illustrating the disfigurement of town and countryside at Haslemere on August 1st, said it was a mistake to suppose that there was any desire to drive unnecessary roads through the countryside. No road construction was undertaken without the full consent of the local authorities concerned, who had intimate knowledge of the needs of their locality, and there was never any intention of interfering with secluded country lanes. A road was not an ugly thing, on the contrary it could be beautiful. It was unfair to judge roads just as they had been recently constructed. As time passed, trees grew and banks became overgrown with shrubs and undergrowth—what now seemed bare tracks would become fine highways. The Ministry of Transport was taking the greatest pains to preserve, wherever possible, all natural features which might contribute to the beautifying of new roads and the assistance of experts in town-planning and arboriculture was enlisted in these new works. Roads were not going to disfigure the country. He wished he could say the same of houses. Fortunately many of the monstrosities which were being constructed were not built to last and many of these dwellings in fifty years time would have disappeared.



AT THE ALBION MOTOR CAR CO.'S WORKS AT SCOTSTOUN DURING THE INSTITUTE OF TRANSPORT CONGRESS AT GLASGOW. IN FRONT A REAR VIEW OF THE NEW ALBION CHASSIS. IN THE BACKGROUND ONE OF THE ORIGINAL MOTOR CARS BUILT BY ALBIONS IN 1900. AMONGST THOSE PRESENT ARE MR. N. O. FULTON, CHAIRMAN, AND MR. GEORGE YOUNG, B.SC., JOINT MANAGING DIRECTORS OF THE COMPANY, SIR JOSEPH NALL, MR. THOMAS ABBOTT, MR. FRANK CHURCHILL, MR. R. MCLEOD AND MR. J. L. GUNN.

Bus Service Yields 5s. 3d. Per Mile.—From the Liverpool Corporation Tramways Dept. we have received a copy of Mr. P. Priestly's annual report covering the year ended 31st March. Brief particulars are given of the Corporation motor bus services which have been extended and several new routes opened in the period under review. Travel facilities are provided for new housing areas and for more sparsely populated districts. "It will be appreciated," states Mr. Priestly, "that until these districts are more fully developed it is unlikely that the receipts from the motor bus services will even cover operating costs." The express bus services at fares higher than tramway fares have been introduced from the centre of the city to districts already served by tramcars. These services are well-supported during the peak loading periods, but during the other portions of the day passengers use the tramcars and pay the lower fares. The average revenue from the motor buses was 1/2.2d. per mile, but one service, that connecting the various railway stations with the landing stage, yielded 5/3.62d. per mile.

Photo.] [World's Carriers.

INSTITUTE OF TRANSPORT CONGRESS AT GLASGOW.
TWO WELL-KNOWN L.M.S. OFFICERS, MR. ASHTON DAVIES, GENERAL PASSENGER SUPERINTENDENT AND MR. W. CROZIER, PASSENGER SUPERINTENDENT, SCOTTISH DISTRICT, SNAPPED ON BOARD THE "DUCHESS OF MONTROSE."

"On Guard." Monthly "Safety First" Magazine for Workers.—"On Guard" is the title of a special little pocket magazine issued by the National "Safety First" Association as part of a specialised accident prevention service, which consists of an intensive campaign each month against one of the principal dangers of industry. This month the particular hazard covered is "Blood Poisoning" which causes many deaths and the loss of thousands of working days a year. The magazine deals with various aspects of health, as well as safety, at work, in the street and in the home. Copies of "On Guard" can be obtained, price 2d., each post free, from, or quotation for quantities will be given by, the National "Safety First" Association, 119 Victoria Street, London, S.W.1.

Centre of British Engineering and Transport Institutions, Buenos Aires.—The address of this centre is now "Sarmiento 1230, 4th floor (Prince George's Hall Building), Buenos Aires.

Photos.] INSTITUTE OF TRANSPORT CONGRESS AT GLASGOW. [World's Carriers.

LEFT: SOME OF THE DELEGATES AND VISITORS ENGAGED IN COMMUNITY SINGING ON BOARD THE "DUCHESS OF MONTROSE," FEATURING A WELL-KNOWN BIRMINGHAM MEMBER OF THE INSTITUTE OF TRANSPORT. RIGHT: PIPERS WELCOMING THE DELEGATES AT WEMYSS BAY STATION EN ROUTE FOR THE "DUCHESS OF MONTROSE" AND THE CLYDE.

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Road Traffic Act.—A handy booklet summarising and explaining the new motoring laws has been issued by the Automobile Association, and is now available to every motorist on a postcard application to The Secretary, The Automobile Association, Fanum House, New Coventry Street, London, W.1, or to any of the A.A. branch offices.

Furniture Warehousemen and Removers' Association. Bi-Annual Meeting. — The Bi-Annual Meeting of the Furniture Warehousemen and Removers' Association will be held in London on Wednesday, November 5th next.

Agriculture Tractor Trials. — The agricultural tractor trials organised by the Oxford School of Engineering and the Royal Agricultural Society will be held on Mr. A. T. Loyd's farms at Lockinge, Wantage, Berks, on September 16-19, and farmers interested will be afforded a good opportunity of seeing tractors of the latest patterns and fullest capacity at work.

Manchester's "Morris House." — A large range of

MANCHESTER'S "MORRIS HOUSE."
THE SHOWROOMS OF GORDON STEWART MOTORS LTD.

Morris Commercial vehicles may always be seen at the showrooms of Gordon Stewart Motors, Ltd., Distributors for Morris Cars, "Morris House," Sale, Manchester. We reproduce a photograph of the showrooms which are becoming widely known and arousing considerable interest in Manchester and districts.

The "Garrett" Gazette.—The July number of "The Garrett Gazette" contains some excellent illustrations of Richard Garrett & Sons works at Leiston, Suffolk, the birth-place of Garrett steam wagons. There is a double-page photograph of a fleet of "Garrett" rigid six-wheeled three-way tipping wagons supplied to The Builders' Materials Transport Co., Ltd.

John Fowler & Co. (Leeds), Ltd., at the Royal Agricultural Show.—Our illustration shows the display of

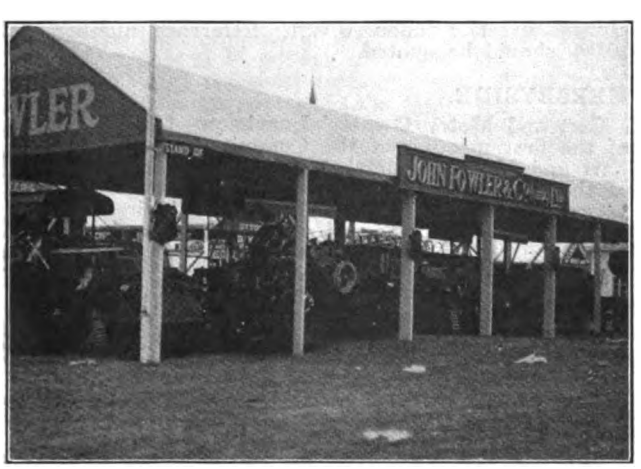

Photo.] [World's Carriers.

JOHN FOWLER & CO.'S DISPLAY OF AGRICULTURAL AND ROAD-MAKING MACHINERY AT THE ROYAL AGRICULTURAL SHOW, MANCHESTER.

agricultural and roadmaking machinery staged by John Fowler & Co. (Leeds), Ltd., at the recent Show of the Royal Agricultural Society at Manchester.

M.C.L. Lighting and Starting Equipment.—We are informed that M.C.L. Lighting and Starting Equipment has again been specified by the India Office on the majority of this year's tenders for commercial vehicles. M.C.L. and Repetition, Ltd., of Pool Lane, Langley, Birmingham, have also recently received orders for equipment from the manufacturers of well-known omnibus chassis.

Burnley "Chevrolet" Parade.—Organised by Mr. W. H. Harrison, of Burnley, a parade of Chevrolet vehicles was held at Burnley recently, the competing motors being judged for mechanical efficiency and general condition, for the Harrison Cup which is awarded annually. The prize went to Messrs. W. H. Dean and Sons; the second prize to Messrs. Holland, Ltd., Haslingden; and the third prize to Mr. Arthur Spencer, of Nelson.

"Thornycroft Activities."—John I. Thornycroft & Co., Ltd., the well-known engineers and shipbuilders, have sent us a copy of their latest publication entitled "Thornycroft Activities." This book, which is an art production, covers the range of the firm's manufactures including shipbuilding and marine engineering, commercial motor transport, motor boats, and marine motors, and concludes with details of the service arrangements which the Company have built up for the use of all interested in Thornycroft productions. It is a most interesting publication.

Golden Tours.—We are informed that Hernu, Péron and Co., Ltd., the well-known Continental forwarding and shipping agents and warehousekeepers, head office, 98/100 Queen Victoria Street, London, E.C.4, are now closely associated with Golden Tours, Limited, of 8 Bennet Street, St. James's, London, S.W.1, and 17 Broad Street Place, London, E.C.2, whose activities include ocean voyages, tickets, hotel reservations, all kinds of tours (independent or conducted), motor trips through Britain or abroad, motor coach tickets to all parts. The Directorate and Staff of Golden Tours are all men who have had wide experience of every side of travel business, and they can supply all particulars and help to solve travel problems with useful information.

Newhams and Scarborough's "Home Week." — Our illustration shows some of the vehicles in the service of W. P. Newhams, Ltd., General Transport Contractors, 46 Victoria Road, Scarborough. The photograph was taken

NEWHAMS LTD., OF SCARBOROUGH, DETAIL PART OF THEIR FLEET OF VEHICLES TO TAKE PART IN LOCAL FESTIVITIES.

during the recent "Home Week" festivities at Scarborough.

Ford 30-cwt. Truck.—Important new improvements in their 30-cwt. truck are announced by Ford Motor Company, Ltd. These include a new 4-speed transmission, provision for a power take-off, twin rear wheels, new front and rear axles, and other new features. Among these improvements, the provision for a power take-off in the side of the gear box, useful in operating power pumps, hydraulic tipping equipment, winches, etc., is one of the features. The new 4-speed transmission is adapted for a wide range of power and speed, while the new front axle and spring are designed to give robust front construction in conjunction with the new rear axle. Larger front wheel brakes, giving greater safety, and new spiral bevelled gear of special design, are additional features of importance. Twin rear wheels with low pressure tyres, interchangeable all round, are to be had at a slight additional cost. The price of the truck remains unchanged.

The Motor Ball and Carnival.—H.R.H. Prince George has given his patronage to the Motor Ball and Carnival which, for the fourth year in succession, will open the Charity Ball Season at Covent Garden this autumn. The date is the 22nd October, the Wednesday in Motor Show Week, and it is held in aid of the motor trade charity—The Motor and Cycle Trades Benevolent Fund. Full particulars can be obtained from the Secretary and Organiser, Mr. A. H. Dawson, 42 Bedford Row, W.C.1. The Motor and Cycle Trades Benevolent Fund is celebrating its Silver Jubilee this year. It was founded in 1905, and though one might not suppose there was much call for relief in the motor trade it has distributed in

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relief over £140,000 and maintains its own Children's Home. Past Patrons of the Motor Ball include the Prince of Wales, the Duke and Duchess of York and the Duke of Gloucester.

Edinburgh Transport.—We have received a copy of the Report for the year ended 15th May last made by Mr. F. A. Fitzpayne, Edinburgh Transport Manager, to the Transport Committee of the City of Edinburgh. The Report shows that the combined revenue for the year from the electric car and motor bus services was £927,114, compared with £876,955 last year, an increase of £50,159. The total number of passengers carried was 164,401,991, compared with 156,230,890 last year, an increase of 8,171,101, and the total mileage run was 14,825,332 compared with 13,789,303 last year, an increase of 1,036,029. On 18th December, 1929, the purchase of 24 saloon motor omnibuses and 3 motor coaches was authorised. These buses were required partly to replace old buses purchased in 1920 and also in order to deal with increased traffic. It was later decided to increase the fleet by the purchase of 12 additional saloon motor buses in order to cope with the greatly improved traffic on regular services and to meet the extra demands created for special hires. A number of the new buses, which are all Daimler C/F6 saloon type seating 31 passengers each, are now on service, and 12 obsolete buses will be sold. The motor coaches will have sun saloon bodies with seating accommodation for 24 persons. The Department owns a fleet of 21 motor lorries for hiring purposes. This fleet comprises:—12 A.E.C., 4 tons; 3 Leyland, 4 tons; 4 Vulcan, 30 cwts.; 1 Morris Cowley, 1 Stevens Petrol Electric, 4 tons.

Landing the Boiler.—Our illustration shows a large Lancashire boiler being landed at Malta. This boiler

HANDLING A MARSHALL LANCASHIRE BOILER AT MALTA.

is intended for steam supply and power purposes at a brewery on the island, and the view is typical of many transport jobs of this nature involved by the large number of Marshall Lancashire and similar boilers which are continually being shipped to different parts of the world by Marshall, Sons & Co., Ltd., Britannia Iron Works, Gainsborough.

Overhead Travelling Cranes for South Africa. — His Majesty's Senior Trade Commissioner in South Africa reports that the South African Railways and Harbours are calling for tenders, to be presented in Johannesburg by the 15th September, 1930, for the supply of three 5-ton motor-driven overhead travelling cranes for Salt River Workshops. (Tender No. 3/2/SR). Firms desirous of offering cranes of British manufacture can obtain further particulars of this call for tenders upon application to the Department of Overseas Trade, 35 Old Queen Street, London, S.W.1. Reference number A.X. 10,008 should be quoted.

More Scottish Motors for the War Office.—The continued mechanisation of the transport of the British Army has led to a further repeat order being placed with the Albion Motor Car Company, Ltd., of Glasgow, for 39 of their six-wheeled vehicles, which are capable of operating over rough country. When these machines are handed over to the War Office, the total six-wheeled deliveries from the Albion factory for 1930 alone will be just over 300 machines. Recently the Government of India placed orders for over 250 Albions of this type.

Roads and Bridges. Deputation to Ministry. — The Chancellor of the Exchequer and the Minister of Transport received at the House of Commons on July 30th a Deputation from the All-Parties Roads and Bridges Committee who submitted proposals for supplementing the Government's Trunk Road Programme which is now being carried out by local authorities. These proposals were discussed at considerable length and are to be further examined. The Deputation were informed that the Government were taking all possible steps to accelerate the carrying out of the programme of road work already authorised. The Deputation consisted of Major Walter Elliott (U); Major Lloyd George and Mr. F. Llewellyn Jones (Lib.); Ald. J. H. Palin; Mr. H. T. Muggeridge and Mr. D. J. Vaughan (Lab.); and Mr. W. Rees Jeffreys (Chairman, Roads Improvement Association).

Diesel Engine Users' Association.—The Diesel Engine Users' Association was founded in 1913. The object of the Association is to further the interests of users of heavy-oil engines by collecting and circulating information on various points that may arise from time to time in connection with the working of these engines, by fully discussing any such points at meetings, and generally by adopting any course of action that the members may consider will be beneficial to them in connection with the use of the engines. The Committee have decided that for the year 1931 an award of £25 shall be made and a medal presented for a paper read before the Association which, in the opinion of a sub-committee, shall be considered to be of the greatest value to the diesel engine user. The award will not be restricted to members of the Diesel Engine Users' Association. All communications should be addressed to the Joint Hon. Secretaries, Diesel Engine Users' Association, 307 Abbey House, Westminster, London, S.W.1.

Hercules Engines and Power Units.—Hercules Motors Corporation, Canton, Ohio, U.S.A., announces the appointment of the Automotive Products Company, 3 Berners Street, London, W.1, with Branch Offices as follows:—Berlin. Automotive Products Company, G.m.b.h., Zollernhof, 56 Unter den Linden. Vienna, Automotive Products Company, 1-Lobkowitzplatz, Vienna 1, as sole distributors of Hercules engines and power units for Great Britain and Continental Europe, exclusive of U.S.S.R. Hercules engines are built in a complete line of four and six-cylinder models, ranging in size from 9 to 175 h.p. They are specially designed for use in commercial vehicles, general industrial machinery, contractor's equipment, road building apparatus, cotton and cotton-seed oil equipment, agricultural implements, oil producing machinery—and for other heavy-duty purposes.

Electric Overhead Travelling Cranes for South Africa.—His Majesty's Senior Trade Commissioner in South Africa reports that the South African Railways and Harbours are calling for tenders, to be presented in Johannesburg by the 22nd September, 1930, for the supply of one 10-ton electric overhead travelling crane for Uitenhage workshops, and one 6-ton electric overhead travelling crane for Salt River Workshops. (Tender No. 1,731). Firms desirous of offering cranes of British manufacture can obtain further particulars of this call for tenders upon application to the Department of Overseas Trade, 35 Old Queen Street, London, S.W.1. Reference number A.X. 10,009 should be quoted.

MERSEYSIDE.

Cart and Motor Owners' Luncheon.—On the occasion of the first meeting of the Committee of the Liverpool Cart and Motor Owners' Association in the board room of the new offices of the Association, 20 Chapel Street, Liverpool, the President, Mr. T. Taylor, invited the members of the Committee and officials to a luncheon at the Exchange Station Hotel. It was quite an informal, withal very happy gathering. Mr. W. J. Harper, who proposed the toast of the Association, reviewed its growth and wide range of influence in the transport politics of Merseyside. The Association, he said, had kept pace with changing conditions, and had a history of progress and achievement extending over a great many years. Mr. W. Edwards, trustee, briefly replied. Mr. J. Irving, on behalf of the guests, thanked the President for his hospitality and was seconded by Mr. Frank Jones, the Hon. Treasurer.

New Depot.—A depot for repairs and maintenance of Thornycroft motor vehicles has been opened at Liverpool by Messrs. G. H. Forkings and Sons, 31-33 Little Woolton Street.

Personal.—Mr. C. F. Rymer, the well-known Merseyside motor coach owner, has been adopted by a Chester political party as a candidate at the next General Election.

Warning.—Owners of motor vehicles using the bridges leading to the Mersey ferries, weighing more than the maximum allowed by the regulations, have recently been the subject of prosecutions by the Mersey Docks and

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Harbour Board. A warning was voiced a few days ago by a Liverpool magistrate, that firms would have to see that their vehicles are the correct weight before using the bridges, otherwise there would be serious consequences.

New Rolling Stock for Liverpool. — Liverpool City Council, on 30th July, confirmed the acceptance of the tenders of the following firms for the supply of carts and motor vehicles:—The Yorkshire Patent Steam Wagon Co., Leeds, one steam gully emptier for £1,329; Messrs. Shelvoke and Drewry, Ltd., Letchworth, one S.D. freighter with a specially constructed body, to take 42 street orderly bins, for £595; T. Ockleshaw and Sons, Liverpool, 12 horse-drawn refuse cars for £85 each; Messrs. Shelvoke and Drewry, Ltd., Letchworth, six low-loading motor wagons, for £591 10s. each.

MANCHESTER.

Holiday Agendas.—What meetings of the Manchester Committee of Road Users, The Warehouse Keepers' Conference and the Commercial Motor Users' Association have taken place during the past month have dealt with matters that were mainly routine. As a matter of fact, agendas have had a typically holiday aspect.

Keen Quoting.—Goods haulage rates continue to be cut very finely but not even, that is, having the effect of creating extra traffic. Rates are largely a matter of negotiation between those who have the dispensation of loads and wagon owners, and as they are determined by the factors of supply and demand, are in an easy state. Haulage conditions in Manchester and District have been quieter than for a considerable time, due entirely to the depressed state of industry.

Record Coach Traffic.—During the seven days of the Bolton holiday it is estimated that nearly 13,000 passengers booked journeys with local motor bus and motor coach owners. The details are:—**Day Trips.** Blackpool, 4,000; Morecambe, 1,500; Southport, 2,000; Gretna Green, 200; Stratford-on-Avon, 100; Barmouth, 26; Scarborough, 28; and Circular Tour, 2,000. **Period Tickets.** Blackpool, 2,000; Morecambe, 250; London, 400; Wales, 200; Glasgow, 100; Torquay and Scarborough, 70 each; Bournemouth, 40; and a week's tour, 25.

NORTH-EAST COAST.

Safety First.—Not satisfied with the "Caution" board which swings into position when the exit door at the front of the tram opens, Mr. W. F. Endean, the General Manager of the Gateshead and District Tramways, is now adopting a further device to protect the tram passenger. This consists of a red light and the word "Stop" on the rear of the tram, which automatically come into view when the front-exit door is opened.

The Tyne Crossing at Shields.—A definite move in the matter of the Tyne crossing between North and South Shields, either by bridge or tunnel, is the decision to make 8 borings. It now seems likely, at long last, that something will be done to redress this age-long grievance.

"From Door to Shore." — Newcastle Transport Committee have re-introduced their tram-cum-bus excursions to Seaton Sluice. No charge is made for tramway transport to the bus terminus in the Haymarket, Newcastle. The return fares of 1s. 6d. for adults and 9d. for children cover the cost of transport from any other point on the Corporation tramway system to the seaside.

New Viaduct. — The new L.N.E.R. viaduct over the Blyth, between Bebside and Bedlington, was opened on July 20th. The old structure was the last remaining wooden trestle bridge of its size in the North of England.

MIDLAND.

New Birmingham Bus Routes. — A third circle to be known as the City Circle is to be added to Birmingham's bus routes. The city already has an Outer and an Inner Circle route and the new city route will be a kind of inner-inner circle. Before it can be inaugurated, however, several of the streets to be traversed need to be re-conditioned and put in order for carrying motor buses. This will cost over £35,000.

HULL.

Proposed Humber Bridge Near Hull. — Frankly, the response received to the proposal for constructing a bridge over the River Humber, near Hull, is disappointing to the Hull Corporation who are the prime movers in the scheme. The various local authorities on both sides of the river, with one or two exceptions, show little enthusiasm in the matter. The Minister of Transport has officially announced that he is prepared to make a grant of 75 per cent. towards the cost which is estimated to be about 1¼ million pounds. Hull Corporation has passed a resolution to contribute £200,000, but this will not be adequate if the other authorities do not come along with their anticipated contributions. There are members of the City Council who will advocate Hull increasing its proportion and making up the whole of the balance if necessary, but they will have to reckon with the general body of ratepayers. The sanction of the ratepayers will be required to the promotion of the enabling Act of Parliament, and judging by the fate of the scheme for the abolition of the level crossings, that is hardly likely to be given.

SOUTH WALES.

Western Welsh Omnibuses, Ltd. — Mr. T. E. Rees, Traffic Supt. at the Cardiff headquarters of the Western Welsh Omnibuses, Ltd., has been promoted to take charge of the Port Talbot Branch, a change that has been made desirable by the success of the new Cardiff-Port Talbot limited stop service. Messrs. Knot & Wells, Ltd., the contractors, have commenced work on the construction of the new Cardiff headquarters offices and garage of the Western Welsh Omnibuses, Ltd., at Ely Garden City, near Cardiff.

SCOTLAND.

Transporting a Heavy Gun.—Messrs. Raines and Co., of Stirling, carried through recently the transport of a 7½-ton gun from Stirling to Dunoon. Use was made of a 30 h.p. Latil tractor and the gross weight pulled was over 10 tons, the load being over 40 feet long. The road taken included some stiff inclines, and at one part, that leading to the fort where the gun was taken, the gradient is one in seven. The job was completed satisfactorily.

Heavy Electrical Equipment Goes by Road.—Messrs. Coulson & Co., Ltd., heavy haulage contractors, Park Royal, London, N.W., carried through the transport by road to Loch Rannoch of a 67-ton transformer from Rannoch Railway Station in connection with the Grampian electricity scheme. The outfit, in all, weighed over 100 tons.

Holiday Bus Traffic. — During July the holiday bus traffic from Glasgow was much heavier than last year. Nearly all routes were better patronised and the services to England had to be greatly augmented. Thomson's Bus Bureau were compelled to send over the Border for about 100 vehicles to cope with the demand on Fair Saturday. The work of controlling the passengers called for no little skill in organisation.

Leyland "Tiger" Coaches.—The Midland Bus Services, Ltd., Dundas Street, Glasgow, took delivery recently of four Leyland "Tiger" coaches. Upholstered in moquette and with complete long-distance travelling comforts the coaches will be on the Glasgow-London run.

IRISH FREE STATE.

Speed Regulations for Heavy Motors in the Irish Free State. — Recently the Ministry for Local Government issued the Heavy Motor Car (Speed) Order, 1930, relating to the speed of motor vehicles in the Irish Free State. By this Order the speeds for motor vehicles have been regulated as follows:—All single-deck cars, all the wheels of which are fitted with pneumatic tyres, 20 miles per hour, or if drawing a trailer all the wheels of which are fitted with pneumatic tyres, 15 miles per hour, or if drawing a trailer any of the wheels of which are not so fitted, 10 miles per hour. A double-deck car all the wheels of which are fitted with pneumatic tyres, 15 miles per hour, or if drawing a trailer all the wheels of which are fitted with pneumatic tyres, 10 miles per hour, or if drawing a trailer any of the wheels of which are not so fitted, 5 miles per hour. A single-deck car all the wheels of which are fitted with tyres of a soft or elastic material, 15 miles per hour, or if drawing a trailer, 10 miles per hour. A double-deck car all the wheels of which are fitted with tyres of a soft or elastic material, 10 miles per hour, or if drawing a trailer, 5 miles per hour. A car of any description other than of a description specified in the foregoing, 5 miles per hour.

NORTHERN IRELAND.

Buses in Belfast.—Belfast buses having shown a loss of £20,714 during the last financial year, the Tramways Committee have asked the Northern Ireland Road Transport Fares Tribunal to make certain alterations in the fares. Hitherto, on routes where a 3d. ticket is the maximum single fare, 5d. return tickets were issued, but the Committee wish to abolish these. They also wish to increase the maximum single fares on some routes. Councillor M'Clure, in his evidence before the Tribunal, said the Corporation had hope of establishing a universal penny tram fare. The Tribunal will give a decision in due course.

Railway Bus Services. — The Great Northern Railway Co. (Ireland) have purchased the buses of Messrs. Roberts & Co., Londonderry, operating the services between Strabane, Castlederg, and Newtownstewart, and are now running them.

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Publications Received.

BACON'S "FOUR INCH" ATLAS OF LONDON.—Published by G. W. Bacon & Co., Ltd., London, E.C.4. Price 52/6 net, strongly bound in cloth, gilt lettered. 70/-net, in half morocco, gilt top, gilt lettered.

We have received a copy of an entirely new and revised atlas entitled "Bacon's 'Four Inch' Atlas of London." Everyone interested in maps will find this atlas of very great interest, giving as it does information which in the ordinary way is considered to be outside the scope of such a production. To the business man as well as to the householder anxious to have the fullest information about the part of London in which he resides, and to every motorist, the book is packed full of useful information. All recent new estates, by-pass and arterial roads, street alterations, etc., have been included.

The work is divided up into sections:—

1. Maps of the Home Counties.—Clear, useful road maps of the seven "Home Counties" showing Parliamentary Boroughs and Divisions.

2. Special Maps of London.—A series of seventeen maps showing clearly the various and very different areas administered by one or other of the numerous authorities having power of control in some form or other over the city, County, and Neighbourhood of London. These include the City of London, showing Wards, Postal Districts, Police Divisions, Railways, Water Supply, Electric Supply, Gas Supply, Underground and Electrified Railway Systems, Sports Grounds, Police Courts, Petty Sessions, Parliamentary Divisions, Metropolitan and Parliamentary Boroughs, Urban and Rural Areas, The Port of London and River Thames showing Wharves, Fire Brigades, Registration Districts, Coroners' Districts.

3. Index Map to Four Inch Scale sheets.

4. Four Inch Scale Maps.—35 Double-page Maps, each measuring 21 by 14 inches, covering an area of 440 square miles, and including Harrow, Finchley, Woodford, Chadwell Heath, Barking, Plumstead, Orpington, Farnborough, Purley, Epsom, Esher, Hampton Court, and Hounslow. Main roads are coloured, railways black, water blue, sub-postal districts red, public parks and open spaces green, private grounds lighter green.

5. A New Alphabetical Index of over 20,000 Street Names, which includes every street shown in the Atlas.

ROAD TRANSPORT OPERATION. PASSENGER.—By R. Stuart Pilcher, F.R.S.E., M.Inst.T. Sir Isaac Pitman & Sons, Ltd., Parker Street, Kingsway, W.C.2. Price 10/6 net.

This book is a new addition to Pitman's Transport Library and it gives a very comprehensive survey of the problems to be met with in modern passenger road transport operation and how they may be overcome.

The motor bus of to-day has reached a higher stage of development than the tram car so the author devotes himself only to the case of the motor bus, but he has much to say about the reconstruction of tram cars in order to bring them to the level of the motor bus for speed and comfort.

The latter half of the book is devoted to the financial and industrial aspects of the running, repair and overhauling departments of the transport undertaking.

The author has not contented himself with one particular undertaking as an example, but has brought to his readers' knowledge many of the good points of Continental and American practice.

HISTORY OF THE CANTERBURY AND WHITSTABLE RAILWAY.—By Rev. R. B. Fellows, M.A., LL.M. J. A. Jennings, Ltd., City Printing Works, Canterbury.

This book has been published to coincide with the centenary of this railway, which took place on May 3rd, 1930. Besides giving a complete history of the railway to the time when it was bought up by the old South Eastern Railway in 1853, there is a chapter devoted to the earlier proposed forms of transport between Canterbury and the coast.

The railway was the first in England which used steam power for hauling passenger trains. Season tickets were also issued for the first time on this railway and soon after the opening of Whitstable harbour, "carriages of a new description" or containers were introduced. The book is filled with many other interesting points and contains many fine illustrations and plans.

THE ADVERTISER'S A.B.C., 1930.—(Compiled and published by T. B. Browne, Ltd., 163, Queen Victoria Street, London, E.C.4. Price 21/- net). The forty-fourth annual issue of this very useful work has been published and contains all the usual features, which, in the past, have earned for it its right to be regarded as a standard work of reference concerning the Press of the world. The Directory Section, which occupies roughly six hundred pages, has been revised and brought up-to-date and articles dealing with the various phases of advertising are included. The creation and production of modern advertising are described, and the short epitome on the Law and Practice affecting Trade Marks should be found both instructive and informative.

THE MOTOR TRANSPORT YEAR BOOK AND DIRECTORY.—Vol. 14, 1929-30. (Electrical Press, Ltd., 13-16, Fisher Street, Southampton Row, London, W.C.1. Price 27/6 net.) This publication continues to grow in value and importance. It is the only comprehensive annual record of the motor transport industry. It is specially compiled to meet the requirements of the various business interests involved and provides a vast amount of commercial, financial and technical particulars of great value. It is, in fact, indispensable to all concerned in the progress of mechanical road transport. The new edition provides specially compiled information relating to 5,882 undertakings, of which 3,962 are Motor Transport concerns, Motor and Accessory Manufacturing and allied companies; details (including addresses) of 6,500 Directors and Officials engaged in the Industry, and much other valuable information, including the "General Survey," which contains comprehensive statistics of the Industry as a whole. This section also deals with the law governing road motor services, plying for hire, extraordinary traffic, Road Fund administration, Parliamentary Acts and Bills (including Local Bills), and kindred subjects.

ALL A MOTORIST NEED KNOW.—A fourth and enlarged edition of the Dunlop Guide has just been published by Messrs. Ed. J. Burrow & Co., Ltd., of Cheltenham and London, at the price of 5/-. It contains 31 section maps of Great Britain; street plans of every large town; and the parking places, hotels, car repairers, and general points of interest for over 2,000 cities, towns and villages. An extensive list of roadside inns is another feature of practical value, and all the steep hills and the ferries of England, Scotland and Wales are detailed. There is a mass of carefully indexed information regarding car and tyre care, driving signals, police control signals, service depots, road classification, rules of the road, driving licences, and, in short, all a motorist need know.

THE HAGUE RULES EXPLAINED, by Sanford D. Cole, Barrister-at-law. (Effingham Wilson, 16 Copthall Avenue, London, E.C.2. Price 6/-). A third edition has now been published of Mr. Sanford D. Cole's work, "The Hague Rules Explained, being the Carriage of Goods by Sea Act, 1924, with Introduction, Notes and Appendices." The steady sale of previous editions shows that the book has commended itself to all who are concerned with bills of lading transactions—that is, cargo owners, shipowners, underwriters, bankers and commercial lawyers—and in the new edition the work has been revised and in all respects brought up to date, all cases of importance decided since the Act was passed having been included. The Introduction traces the history of the Hague Rules until they were made statutory, and the body of the book gives the text of the Act and Statutory Rules with full explanatory notes. American, Canadian, and Australian Acts are also dealt with, and the text of these is included in the Appendices.

Forthcoming Events.

Sept. 16th to 19th.	Ardington nr. Wantage.	World Agricultural Tractor Trials.
Sept. 24th to 26th.	Harrogate.	Conference of the Municipal Tramways and Transport Association.
Oct. 2nd to 12th.	Paris.	Motor Exhibition.
Oct 6th to 11th.	Washington, U.S.A.	Sixth International Road Congress.
Oct. 13th.	London.	Institute of Transport. Presidential Address.
Oct. 16th to 25th.	London.	Olympia Motor Show.
Nov. 6th to 16th.	Berlin.	International Motor Exhibition.
Nov. 7th to 15th.	Glasgow.	Scottish Motor Exhibition, Kelvin Hall.
Nov. 10th.	London.	Institute of Transport. Annual General Meeting.
Dec. 6th to 17th.	Brussels.	Motor Exhibition.
Dec. 8th to 12th.	London.	Smithfield Club Cattle Show. Royal Agricultural Hall.

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British Association of Shipping and Forwarding Agents.

Council Meeting.

A MEETING of the Council of the British Association of Shipping and Forwarding Agents was held in the London Chamber of Commerce on 9th July last.

Mr. A. W. Heard (Jones, Heard & Co., Ltd., Newport, Mon.), the Chairman of the Association, presided, and there were present:—Vice-Chairmen: Mr. M. E. Duffett (J. D. Hewett & Co., Ltd., London), Mr. Norman N. Bird (Herbert Watson & Co., Ltd., Manchester), and Mr. W. H. Elder (W. H. Elder (Shipping), Ltd., Hull); Members of Council:—Mr. F. H. S. Rouse (The American Express Co., Inc.), Hon. Treasurer; Mr. J. B. Ballantyne (J. B. Ballantyne & Co., London); Mr. J. B. Bower (F. Bower & Co., Liverpool); Mr. Frank J. Gerson (Rosenberg, Loewe & Co. (Succrs.), Ltd., London); Mr. W. O'Brien (G. W. Sheldon & Co., Ltd., London); Mr. J. B. Taylor (Immediate Transportation Co., Ltd., London), and Mr. E. W. Turvey (Nunzi & Co., Ltd., London).

Apologies for inability to attend were received from:—Mr. K. F. Harker (Harker, Shield & Co., Ltd., Hull), Mr. A. MacCulloch (MacCulloch, McLellan & Pollok, Glasgow), Mr. G. W. Robertson (Robertson, Buckley & Co., Ltd., Liverpool), Mr. A. Faulkner (Crowe & Co. (London), Ltd., Manchester), Mr. W. H. James (James & Hodder, Bristol), Mr. T. Heyman (Morison, Pollexfen & Blair, Ltd., London), and Mr. C. E. Sanderson (Sanderson's Express, Ltd.).

Incorporation.—The Chairman said that the question of incorporation was expected to reach finality in the very near future and revised copies of the Memorandum and Articles of Association had been signed by the Officers of the Council.*

Humber Steamship Owners' Conference.—The Secretary read a letter which had been received from the Humber Steamship Owners' Conference stating that they could not grant the concession desired by the Association in the letter to them of the 5th March, 1930, for the reason that any deviation from the existing arrangements was likely to cause unsurmountable complications in the trades conducted by the Humber Steamship Owners.

Freight Rates from U.K. to U.S.A.—A member drew attention to the following paragraph appearing in *The Journal of Commerce*:—"The question of minimum freight rates from the United Kingdom to the United States has been under discussion by the general trade committee of the Liverpool Chamber of Commerce, and at yesterday's meeting of the Chamber a minute in the proceedings of the committee stated that: It was unanimously agreed that particulars of this and other freight grievances be collected and that the shipping conferences concerned should be asked to receive a deputation from the chamber; also that the Mersey Docks and Harbour Board be asked to co-operate by appointing a member to attend this deputation."

Finance.—The meeting received and unanimously adopted the statement of accounts as drawn up by the Hon. Treasurer, which showed a satisfactory financial position.

International Federation of Forwarding Organisations.—Mr. F. J. Gerson, who represented the Association at the Congress of the International Federation of Forwarding Organisations held in Antwerp recently, gave an account of the proceedings.†

Mr. Gerson made special reference to the generous hospitality which all delegates received from the Belgian Association on this occasion.

The Chairman moved a hearty vote of thanks to Mr. Gerson for representing the Association at the Congress, and for the excellent report he had made. This motion was carried unanimously.

International Congress in London.—When at Antwerp Mr. Gerson learned that the Hungarian Agents were anxious to hold the 1932 International Congress in Budapest, which would mean that the British Association of Shipping and Forwarding Agents would have to defer its invitation for the London meeting until 1933. From the point of view of the British Association of Shipping and Forwarding Agents, this was considered to be a satisfactory arrangement.

The meeting terminated with a hearty vote of thanks to the Chairman for presiding.

*As announced below, the Association was registered on July 14th.—Editor.

†A full report of this Congress was printed in our July issue.—Editor.

* * * *

Registration of the National Body.

THE British Association of Shipping and Forwarding Agents (Incorporated) was registered on July 14th, as a company limited by guarantee, without share capital, with an unlimited number of members, each liable for £1 in the event of winding up. The income and property of the Association, whencesoever derived, shall be applied solely towards the promotion of its objects. The word "Limited" is omitted from the title by licence of the Board of Trade. The objects are to promote, watch over and protect the interests and welfare of shipping and forwarding agents in Great Britain and Northern Ireland, and the shipping and forwarding business in general; to act as a united and representative body for purposes of communication and negotiation with other similar bodies and conferences, etc.

It was towards the end of 1927 that the first move was made with a view to forming a national association of shipping and forwarding agents when it became apparent that the need for such an association was becoming acute.

It was considered that the time had arrived when great efforts should be made to develop and extend the activities of local associations by the formation of a National Association of British Forwarding Agents.

At a meeting held at Nottingham in January, 1928, the British Association of Shipping and Forwarding Agents was formed, Mr. A. W. Heard, of Jones, Heard & Co., Ltd., Newport, being appointed Chairman. Then followed a meeting held at Birmingham in March, 1928, when the Memorandum and Articles of Association were approved and adopted.

Whilst recording the registration of the Association we would remind our readers, even though we feel that such a reminder is unnecessary, that the Association has already to its credit a record of over two years extremely useful work.

The policy of the Association is developing upon broad lines in keeping with its objects, and membership of the British Association of Shipping and Forwarding Agents will tend not only to raise the status and prestige of those who belong to it, but shippers and shipowners are regarding membership of the Association as the hall-mark of a firm's commercial standing and respectability.

The Association is now fully launched on its voyage of achievement. No limit can be set to what it can do. What it will accomplish in the course of time will be governed to a considerable extent by the measure of support accorded by all shipping and forwarding agents to the management which is vested in a Council the first members of which are:—Mr. A. W. Heard, first Chairman (Jones, Heard & Co., Ltd.); Mr. M. E. Duffett (J. D. Hewett & Co., Ltd.), Vice-Chairman; Mr. W. H. Elder (A. H. Elder [Shipping], Ltd.), Vice-Chairman; Mr. N. N. Bird (Herbert Watson & Co., Ltd.), Vice-Chairman); Mr. F. H. S. Rouse (American Express Co., Inc.), Honorary Secretary and Treasurer; Mr. J. B. Ballantyne (J. B. Ballantyne & Co.); Mr. J. B. Bower (F. Bower and Co.); Mr. A. Faulkner (Crowe & Co. [London], Ltd.); Mr. F. J. Gerson (Rosenberg, Loewe & Co., Succrs., Ltd.); Mr. K. F. Harker (Harker, Shield & Co.); Mr. H. Harrison (Oughtred & Harrison, Ltd.); Mr. T. Heyman (Morison, Pollexfen & Blair, Ltd.); Mr. W. H. James (James & Hodder); Mr. A. MacCulloch (MacCulloch, McLellan & Pollock); Mr. W. O'Brien (G. W. Sheldon & Co., Ltd.); Mr. G. W. Robertson (Robertson, Buckley & Co., Ltd.); Mr. C. E. Sanderson (Sanderson's Express, Ltd.); Mr. J. B. Taylor (Immediate Transportation Co., Ltd.); Mr. E. W. Turvey (Nunzi & Co., Ltd.) and Mr. J. O. Wood (T. F. Wood & Co., Ltd);

The office of the Association is at 97 Cannon Street, London, E.C.4.

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London Shipping and Forwarding Agents' Conference.

A GENERAL MEETING of the Members of the London Shipping and Forwarding Agents' Conference was held at the London Chamber of Commerce on July 21st last.

The President of the Conference, **Mr. M. E. Duffett** (J. D. Hewett & Co., Ltd.), presided, and the following gentlemen were present:—Mr. J. B. Ballantyne (J. B. Ballantyne & Co.), Mr. W. Beckmann (The World Transport Agency, Ltd.), Mr. Frank J. Gerson (Rosenberg Loewe & Co. Succrs., Ltd.), Mr. A. Goddard (Carter, Paterson & Co., Ltd.), Mr. R. Hangarton (Compton's, Ltd.), Mr. W. O'Brien (G. W. Sheldon & Co., Ltd.), Mr. E. Palmer (The Northern Transport Agency, Ltd.), Mr. G. Perry (The British Commercial Transport Co., Ltd.), Mr. F. H. S. Rouse (The American Express Co., Inc.), Mr. W. Schneider (The European & General Express Co., Ltd.), Mr. G. Smith (The United Express Co., Ltd.), Mr. R. J. Smith (Sutton & Co., Ltd.), Mr. S. F. R. Smith (E. W. Taylor & Co. (Fordg.), Ltd.), Mr. J. B. Taylor (The Immediate Transportation Co., Ltd.), and Mr. E. A. Aves, Hon. Treasurer (J. D. Hewett & Co., Ltd.).

Apologies for inability to attend were received from:—Mr. H. Gilbert (G. W. Sheldon & Co., Ltd.), Mr. E. N. Westfield (Chas. Atkins & Nisbet, Ltd.), and Mr. L. G. Stockwell (Stockwell & Co., Ltd.).

The President, in his report to the meeting, briefly touched upon the following important matters, *inter alia*, which have been dealt with by the Conference:—

Export Rates on India Rubber.—It had been brought to the notice of the Conference by a member that the Port of London Authority and the Association of Public Wharfingers were considering an arrangement among the wharves appointed for Rubber warehousing. This combination, it was understood, would quote f.o.b. delivery rates which were less than actual cost of the services necessary, having regard to the fixed wharfage and delivery to van rates prescribed by the P.L.A. The Conference had most strenuously opposed this scheme, and, although the latest official information from the P.L.A. is to the effect that the arrangement would be continued for an experimental period of twelve months, it is hoped that later it will be modified to meet the needs of shipping and forwarding agents generally.

Forwarding Insurance.—This matter had been under consideration by the Conference for a considerable time. The Committee formed for the purpose of investigating a scheme of insurance along the lines of that in force in Germany, whilst generally agreeing to the proposal, were in some doubt as to the fixing and recovery of the premium. An opinion had been obtained from a Lloyds firm of underwriters which was to the effect that they did not consider it possible to formulate a scheme which could be considered to be commercially attractive from the point of view of the Conference. It had, therefore, been reluctantly agreed to let the matter drop.

Competition experienced by a member from a certain Railway Company in respect of transport of goods to Switzerland.—Following upon a complaint received from a member to the effect that a certain Railway Company was endeavouring to secure traffic (which was being shipped by the member to the Continent in accordance with the consignees instructions) for their Tilbury/Dunkirk routes—the traffic having been conveyed from a provincial town to London by the Railway Company in question—interviews had been obtained with the Chief Goods Manager of the Railway Company. The latest information in regard to this matter is that the firm in question is now in direct touch with the Railway Company, and is quite satisfied that such measures will now be taken as will prevent a recurrence of the trouble.

Export Rates on Traffic to be delivered intermediately in London.—Since August last transactions have been in progress with the Railway Clearing House with a view to getting the Railway Companies to agree to a re-institution of the arrangement which existed prior to 1921, whereby Agents were conceded special rates on export traffic when delivered to Agents' premises intermediately. A deputation, consisting of the President, Mr. Turvey, and Mr. Hernu, attended a meeting with the Railway Officials on the 7th May last, when it was decided that the concession would be granted (under conditions embodied in a Bond, which would have to be entered into) to certain firms who could be regarded strictly as Shipping and Forwarding Agents. This concession will be put into operation so soon as all members interested had completed and returned their Bonds.

Duties.—In regard to this all-important matter, intersectional meetings were held early in the year to consider the fixing of a scale of charges for entry and clearance of free goods, which could be applied on the withdrawal of the duties in the Spring Budget. After lengthy consideration, a scale of charges had been agreed, which came into force in the spring of the year, and had been well and consistently adhered to.

Traffic to Ireland.—A member had recently raised a query in regard to traffic to Ireland. The Railway Companies had been charging each parcel as a separate consignment when sent by passenger train, but were allowing the parcels to be grouped in one consignment when sent by goods train. The matter was taken up by the Conference with the Railway Clearing House, and it had been agreed that, provided parcels are delivered to the Railway Company at one time and are entered on one form of declaration and consignment note, the total weight will be charged at the appropriate scale of Customs Clearing Charges.

In concluding his report to the meeting, the President drew special attention to the good work accomplished by the Conference. He urged members to bring any queries they may have to the notice of the Conference, so that they may be thoroughly investigated and settled amicably for all concerned.

The Chairmen of the various Sections reported as follows:—

Air Section.—As a result of negotiations with Imperial Airways, early in the year a circular had been sent to all members of the Section confirming the agreement which had been arrived at with Imperial Airways in regard to the groupage of parcels under their D/D Rates. The Air Company had previously contended that if an Agent entered his own goods they could not permit him to group them, but would expect him to pay the schedule rates. It was finally agreed that Shipping and Forwarding Agents who maintain their own offices at Croydon Aerodrome and pass their own Customs Entries will be entitled to group together the consignments which they collect from their clients provided that the goods are sent from one consignor Agent to one consignee Agent, to be delivered to the address of the latter only.

American Section.—This Section continues to hold meetings regularly, the minutes of which are circulated to all members of the Section. The following are some of the matters under consideration at the present time:—British Railway Competition in New York; Minimum Ocean Freight Rates Westbound; Amalgamation of Forwarding Interests; Insurance Scheme; and Customs Entry.

The membership of the Section is open to all members of the Conference and is well representative of the Trade and, therefore, no apprehension need be felt that matters of importance to those engaged in business between U.S.A. and Canada are not being well and closely watched.

French Section.—This Section has held its usual monthly meetings, which have been very well attended and matters have been dealt with satisfactorily. Altogether a very friendly and active spirit permeates the membership of this Section.

German Section.—This Section has been rather inactive of late. It held one or two meetings early in the year to consider the effect the removal of the duties would have on business, and to make recommendations in regard to fixing a scale of charges for Customs entry and clearance of free goods.

The President drew the attention of the meeting to the fact that no Chairman had yet been elected for the German Section, and asked the meeting whether they had any nominations to put forward.

After lengthy discussion, Mr. F. J. Gerson agreed to be re-elected to the Chair, and an appropriate resolution was passed to that effect.

Annual Dinner.—The question of the fixing of the date of the Annual Dinner was brought forward. A suggestion was put forward that it would perhaps be a good idea to fix the date of the Annual Dinner of the Conference to synchronise with the Annual General Meeting of the British Association of Shipping and Forwarding Agents, which meeting was arranged to be held in London next year. This proposal met with general approval.

Negotiations with German Associations.—The President mentioned that the Conference is in constant touch with the Verein Deutscher Spediteure and with the International Federation of Forwarding Organisations. In conjunction with these Associations, the Conference has been successful in settling small accounts outstanding both for members of the Conference, and on behalf of members of the European Associations.

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Port of London Authority.

Reductions in London Port Charges.

At their meeting on July 17th the Port of London Authority decided to lower certain of their charges.

These consist mainly of reductions in the dock tonnage dues on vessels and in the port rates on goods. The extent of the reductions is estimated in round figures at £120,000 per annum.

This will represent a considerable relief to the traffic of the Port of London and will doubtless be appreciated at a time when the trade of the country is not in the most flourishing condition.

It will be of interest to note that since the 1st January, 1925, the reductions made by the Authority on various occasions during that short period of five and a half years amount in the aggregate to an annual sum of £942,000, which figure includes the reductions now decided upon. Of that amount of £942,000, £150,000 was passed on in reduction of charges last year consequent upon the relief obtained by the Authority under the Government De-rating Scheme.

The large amount of reductions made in charges apart from the de-rating benefit, has been found possible by the Authority owing to increased tonnage in certain directions and on account of more economical and efficient working arrangements.

Details of some of the reductions are now available. Although amended Schedules of Charges have not yet been published, it is announced that the main reductions will be as follows:—

PORT RATES ON GOODS.

A reduction of 5 per cent. off the Foreign Inward and Outward Rates.

DOCK RATES ON VESSELS.

The reductions consist principally of:—

Class 1 vessels—Dues reduced by 1d. from 1s. 10d. to 1s. 9d. per n.r.t.

Class 2 vessels—Dues reduced by 1d. from 7d.-10d. scale to 6d.-9d. scale per n.r.t.

Rent on vessels reduced from 7/16d. to 3/8d. per n.r.t. per day, or in the case of vessels trading coastwise or to and from Home Trade Ports, 2/7d.

These reductions come into operation on the 1st September next.

For charging purposes vessels in Class 1 are those laden from ports or places outside Europe, the Mediterranean and the Black Seas, and vessels with transhipment goods from such ports or places. It also includes vessels loading for these ports or places.

Class 2 is in respect of vessels from or for all ports in Europe (excepting ports in Great Britain and Ireland) and ports in the Mediterranean and the Black Seas.

The total tonnage of vessels that used the Port of London during the 12 months ended 31st March was over 58,500,000 net registered tons.

London Imports.

Preliminary figures obtained from the Board of Trade show that the total value of the overseas trade of the United Kingdom, imports and exports, during 1929, was £2,059,816,450, an increase of £20,355,704 over 1928. The Port of London's share of this trade was £705,237,524, or over 34 per cent. of the whole. London's proportion of the increased traffic over 1928 was equal to £12,500,000, or 61 per cent. of the national increase in trade.

Imports were responsible for the increase and amounted to £1,220,765,300 for the whole country. London's share was £480,155,455. This total is £14,107,773 greater than in 1928 and is considerably greater than the combined import traffic handled by the next five largest ports in the Kingdom, viz., Liverpool, Hull, Manchester, Southampton and Glasgow, the grand total for these ports being £445,835,051. Thus the import trade of London was more than double that of Liverpool, six times that of Hull, seven times that of Manchester, eleven times that of Southampton and sixteen times that of Glasgow.

Mr. L. C. Harris, presiding at the Annual Meeting of the General Shipowners' Society, referred to the Port of London as "the most efficient port in the world."

P.L.A. Official Visit to Antwerp.

British Week at the Antwerp International, Colonial and Maritime Exhibition commenced on July 17th, and the Chairman of the Port Authority, Lord Ritchie of Dundee, a number of the members of the Board and some of the principal officers of the Authority crossed to Antwerp and made a tour of the Port of Antwerp at the invitation of the Municipality and also made a tour of the Exhibition. The Port Authority have a stand at the Exhibition, the principal feature of which is a large scale diorama of the Royal Victoria and Albert and King George V. Docks System, the largest single sheet of artificial dock water in the world.

Examples of Modern Shipbuilding.

M/V. "Cement Karrier" at Newport Docks.

A VESSEL which probably exemplifies the trend of future developments in marine propulsion loaded a cargo of steel sheets for Canada at the Great Western Railway Newport Docks between the 21st and 23rd July.

This vessel—the "Cement Karrier," recently built at Middlesbrough for the Canada Cement Company of Montreal—is designed solely for the conveyance of cement in bulk on the Canadian lakes and her construction incorporates the most modern ideas and inventions for dealing with this class of traffic.

In appearance the vessel is somewhat similar to an oil-tanker with a suggestion of the submarine. The engines, which are diesel-electric, are situated aft, and the bridge is forward.

The vessel's holds, as is of course very necessary in a craft destined to carry bulk cement, are perfectly water tight, the hatch-covers on a normal type of cargo steamer being substituted on this ship by steel plates which are screwed down after the cargo has been loaded.

Two tunnels run practically the whole length of the ship, into which the bulk cement is allowed to fall. These tunnels are fitted with "scrapers" which push the cement forward into containers from which it is discharged through pipes by compressed air. Thus the cost of packing the cement in bags, casks or drums, as is usual in this country, is entirely eliminated, as also is the cost of provision of labour, etc., to discharge the cargo.

The ship is actually driven by the Master from the bridge, where an appliance similar in appearance to an ordinary ship's telegraph provides the connecting link between the electrical plant and the movements of the vessel. Everything aboard is driven by electricity and is directly controlled from the bridge.

The electrical equipment of the ship was entirely installed by the General Electric Company, which firm it is interesting to note are at present equipping a new passenger liner of 22,000 tons with somewhat similar engines. Instead of being diesel-electric, however, as in the "Cement Karrier," these will be turbine-electric.

The cargo of steel sheets loaded at Newport under the agency of Messrs. George Stevenson & Company, totalled approximately 1,200 tons.

M/V. "CEMENT KARRIER" AT NEWPORT DOCKS.

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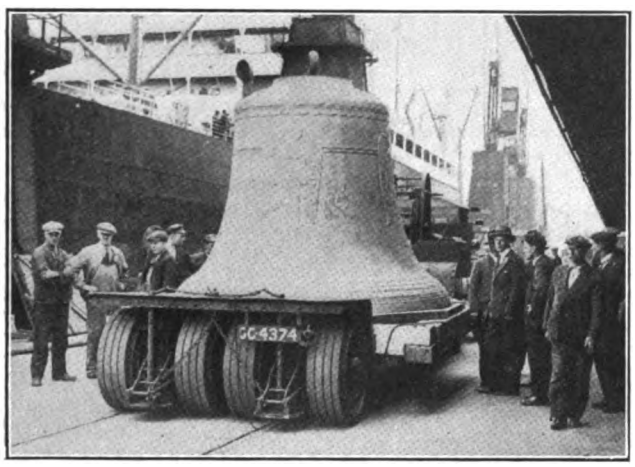
News from the Ports.

Inspection of the Wear.—Thirty members of the Newcastle and district section of the Institute of Transport paid their first official visit to the Wear at Sunderland recently, viewing the shipyards and coal staiths at work. The party then returned to the South Docks, around which they were conducted by Mr. F. Humble, General Manager of the River Wear Commissioners.

"The River Tyne: Its Trade and Facilities." — The official handbook issued under the auspices of the Tyne Improvement Commission, the L.N.E.R. and Tyneside Corporations, has now reached its second edition and incorporates many new and interesting features. Ably edited by Mr. R. W. Johnson (author of "The Making of the Tyne") and Mr. Richard Aughton (General Manager of the Tyne Improvement Commission), it contains numerous illustrations, maps, etc., and should prove of incalculable value to all interested in the North East Coast, one of Britain's oldest and busiest industrial centres.

A Ringing Cargo.—The bell shown in the picture is one of a Carillon of 72 bells given to the Park Avenue Baptist Church, Riverside Drive, New York, by the Rockefeller family. It was made by Gillett & Johnston, the famous bell



THIS BELL IS ONE OF A CARILLON OF 72 BELLS, SHIPPED BY THE AMERICAN MERCHANT LINES TO NEW YORK.

founders of Croydon, the weight of the bell being just about 20 tons. For the first time in history, a Carillon compass of five octaves has been achieved, and, in fact, exceeded. The whole Carillon, totalling 72 bells, has been handled by the American Merchant Lines, the bell in the picture having been shipped, together with five others of varying weights, and over 100 tons of bells and girder work have been handled, apart from the machinery and many other packages of miscellaneous parts and fittings.

Port of Bristol Authority.—We have received a copy of the Annual Report of Mr. Thomas A. Peace, the General Manager of the Port of Bristol Docks, made to the Chairman and members of the Bristol Docks Committee. The Report is for the financial year ended 31st March last upon the working of the Docks Estate, and it is pointed out that during the period under review the hopes of a revival in the trade of the country were not realised. Generally speaking, however, despite the severe competition amongst the ports for overseas traffic, Bristol maintained its relative position. The net financial result for the year was, all things considered, satisfactory. In consequence of the appeal from the Government to local authorities and public bodies to undertake works for the relief of unemployment, the Authority has put in hand several schemes of minor works involving an estimated capital expenditure of £25,200. The number and register tonnage of vessels entering from foreign ports showed an increase over preceding years. The register tonnage was the highest so far recorded, being 2,318,890 tons compared with 2,144,522 tons in 1929 and 2,119,592 tons in 1928. The weight of cargo discharged, however, did not increase in the same proportion as the register tonnage and was only 90.2 per cent. of the register tonnage compared with 97.4 per cent. in 1929 and 101.1 per cent. in 1928. The total weight of foreign imports was slightly more than that for the previous year. A gratifying feature has been the development of trade with West Africa. The officers of the Authority have been making special efforts for many years to extend trade in direct imports from New Zealand and there are now better prospects of improved steamship services, and increased shipments of New Zealand produce to the Port are indicated. Arrangements have been made for Mr. A. C. Whitlam, of Melbourne, to act as honorary representative of the Port in Australia.

To inspect Port facilities.—Members of the Tyne Improvement Commission, headed by its Chairman, Lord Kirkley, have been visiting Antwerp and Rotterdam to inspect port facilities. Lord Kirkley stated subsequently that they had been greatly impressed by the foresight manifest in those great ports and had enjoyed the experience thoroughly.

White Star Line's New Motor Vessel, "Britannic."—The White Star Line's new motor vessel, "Britannic," completed last month her first round trip voyage. The Company received very gratifying reports on the behaviour of the ship at sea, the engines working with extraordinary smoothness.

Liverpool Shipping and Forwarding Agents' Association. Handbook, 1930. — A useful handbook has been issued by the Liverpool Shipping and Forwarding Agents' Association. It is edited by Mr. S. L. Jude, the Secretary of the Association, who, in the foreword, points out that the chief object of the handbook is the provision of a clear and concise reference for shippers through the Port of Liverpool to the members of the Association. An article on the Port of Liverpool by Mr. L. A. P. Warner, C.B.E., the General Manager and Secretary, Mersey Docks and Harbour Board, and an article entitled "Shipping and Forwarding in Liverpool," by Mr. S. L. Jude, are two of the very interesting features in the book. There is a complete list of members of the Association with their telephone numbers and telegraphic addresses. The registered office of the Association is at Lloyds Bank Building, Victoria Street, Liverpool.

Liverpool Trade.—According to the annual statement of the Mersey Docks and Harbour Board the approximate weight of goods which passed over the dock quays in the year ending 1st July, 1930, was 14,282,000 tons on which dues were paid. The approximate total tonnage of shipping inwards and outwards for the year just ended was 42,629,640 tons. The grand total of receipts (which include the Conservancy accounts) was £2,789,950 which is a decrease of £65,892 on the previous year.

Manchester Traffic Returns. — The Manchester Ship Canal Company has furnished us with their traffic return for the half year to 30th June. Traffic receipts amounted to £683,809, as compared with £745,169 for the corresponding period of last year—a decrease of £61,360. The net revenue of the whole undertaking for the half year (after providing for interest and fixed charges) was £36,498 less than for the corresponding period of 1929 The result reflects the reductions in charges made largely in consequence of the de-rating scheme which operated during the whole of the half year and was also adversely affected by the strike at the Manchester docks in April last.

Southampton Docks.—An imposing spectacle was presented at the Southampton Docks last month when the three largest liners in the world, the "Majestic," "Leviathan" and the "Berengaria" were berthed together in the Ocean Dock. Although the volume of ocean passenger traffic this year has not equalled the proportions attained last year, at Southampton there appears to be very little diminution in the number of voyagers passing through. Partly due, no doubt, to the new cross-Channel ships placed on the Southern Railway Company's service between Southampton and the Channel Islands, and also to the increasing popularity of Continental holidays, a substantial advance has been made this season in the cross-Channel passenger traffic so that when considered in conjunction with the ocean traffic the total number of passengers dealt with this year has exceeded that of any previous period. The new liner, "Winchester Castle," of 20,000 gross tons, built for the Union-Castle Mail Company's express service between Southampton and South African ports is scheduled to make her maiden voyage from these Docks on October 24th, whilst another fine addition to the shipping using the Port will be made when the new Canadian Pacific liner, "Empress of Britain," 40,000 tons gross, joins the Company's Canadian service to Quebec early next season.

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Air Transport Notes.

B.T.H. Magnetos and the King's Cup Air Race.—In this year's King's Cup Air Race, the machines gaining 1st, 2nd and 3rd places and 85 per cent. of the machines completing the course were fitted with B.T.H. Magnetos. Miss Winifred Brown, in an Avro Avian (Cirrus III. engine), was first, Mr. A. S. Butler, in a D.H. Moth (Gipsy II. engine), was second, and Flt.-Lieut. H. R. D. Waghorn, in a Blackburn Bluebird mark IV. (Gipsy I. engine), was third. Miss Winifred Brown also gained the Siddeley Trophy, and Mr. A. S. Butler made the fastest time for the course, his average speed being 129 m.p.h. In all previous King's Cup Races, machines with magnetos manufactured by the British Thomson-Houston Co., Ltd., Coventry, obtained 1st and 2nd places, and in addition to many other notable achievements in the air, B.T.H. magnetos have gained a large number of conspicuous records on land and water.

Flying in the Dutch East Indies.—The K.N.I.L.M. service of Lynx engined Fokkers recently completed 18 months running in the Dutch East Indies. During this period the machines flew 4,849 hours, covering a distance of 484,900 miles, which is equivalent to nearly 20 times round the world. Altogether they conveyed 21,703 passengers, i.e., nearly 4,000 more than the entire European population of Bandoeng. The cargo transport amounted to 203,983 lbs. and the postal transport to 9,784 lbs., this being equivalent to about 311,290 letters or 700 letters daily.

Royal Air Force. Vacancies for Apprentice Clerks.—The Air Ministry announces that vacancies exist in the Royal Air Force for well-educated boys, between the ages of 15½ and 17, to enter as apprentice clerks in October, and in January next. The appointments will be made partly by the direct entry of boys who have obtained an approved school certificate, and partly by means of an open competition which will be held by the Civil Service Commission in October at various centres. Detailed information regarding the apprentice clerk scheme can be obtained from the Royal Air Force (Apprentice Clerks' Department), Gwydyr House, Whitehall, S.W.1. Successful candidates will be required to complete, in addition to the training period, 12 years' Regular Air Force service after reaching the age of 18. At the age of 30 they may return to civil life or may be permitted to re-engage to complete time for pension. Boys entered under this scheme undergo a two years' course of training in clerical duties, typewriting, shorthand, bookkeeping and practical office routine, during which time their general education is continued under a staff of graduate teachers. The apprentice clerks are paid 1/- a day for the first year and 1/6 a day afterwards. The subsequent commencing rates of pay, varying from 3/- to 4/6d. a day (21/- to 31/6d. a week), depend upon the degree of success they achieve at their final examination. In addition, they receive free board and lodging and a uniform allowance.

A Flying Club for Blackpool.—The Blackpool Corporation having provided a municipal aerodrome at Stanley Park, is now fostering a Blackpool Flying Club. An influential Committee has been set up and the enrolment of members is making rapid progress. A clubhouse is being built at a cost of £9,000 and it will be one of the finest in the country. The management of the aerodrome and the flying organisation of the club will be undertaken by National Flying Services, Ltd., who have been granted a seven years' lease of the aerodrome by the Corporation. The Blackpool Flying Club will be the sixth to enter the National Flying Services group, and its members will be able to fly at the sister clubs at Hanworth (London), Leeds, Hull, Reading and Nottingham. Members of these associated clubs will likewise have flying rights at Blackpool. Captain F. C. Crossley has been appointed Chief Instructor and Pilot-in-Charge of the aerodrome.

"Bluebird" Light Aeroplane.—We are informed by Auto-Auctions, Ltd., of Horseferry Road, Westminster, London, S.W.1, that owing to the great success and popularity of the Blackburn "Bluebird" both the manufacturers and Auto-Auctions, Ltd., have decided to go out on a very much extended production programme. Excellent as is the "Bluebird" light aeroplane, at the same time no expense will be spared in keeping the design right up-to-date, turning it out in the best possible manner. By the installation of the latest type of labour-saving machinery and the greatly increased production programme it is possible to effect a saving of £200 per machine and it has been decided to pass this on at once to the public. The price of the "Bluebird" with Gipsy engine is, therefore, reduced from £795 to £595. The "Bluebird" flown by Flight-Lieut. Waghorn in the King's Cup secured third place and the one flown by Mr. T. Rose secured sixth place. The regularity of the running of all the "Bluebirds" entered was a very gratifying feature.

Opening of Radlett Aerodrome.—The July issue of the *Handley Page Bulletin* contains a full report of the opening of the new Handley Page aerodrome at Radlett by Prince George last month. The opening ceremony included a flying display and an exhibition of Handley Page aeroplanes representing twenty-one years' development. Prince George was received by Lord Thomson (Secretary of State for Air), Mr. Worley and Mr. Handley Page. Radlett aerodrome measures 1,400 yards by 700 yards and is situated between Watling Street and the L.M.S. Railway. The article contains some excellent photographs taken on the occasion of the opening of the aerodrome.

Tractor for Airport.—The increasing use of the landing ground at the Manchester airport has caused the Airport Special Committee to decide to purchase a petrol tractor, roller, tail trolley, and lifting jack. The tractor is required not only in connection with ground maintenance but also for hauling the heavy type of aircraft into and out of the hangar. The tail trolley and lifting jack are also required for facilitating the movement of heavy aircraft.

Air-Railway Co-operation in Canada. Great New Organisation.—A Montreal message says that important developments in the evolution of commercial air services in Canada through the co-operation of the Canadian Pacific and the Canadian National Railways, with an influential group of financiers, are foreshadowed in a joint statement by Mr. Beatty, the President of the Canadian Pacific, and Sir Henry Thornton, President of the Canadian National. Comprehensive trunk lines of air services throughout Canada are contemplated under this organisation. It will be under private control but Government sanction is being sought. Generally the main principle underlying the proposed organisation is to establish commercial aviation in Canada on non-competitive lines with ample capital to ensure development along the most economical and national lines. Mr. James A. Richardson, who now controls the Western Canada Airways and other large subsidiary companies in Eastern Canada, is associated with the new scheme.

Bigger Airships Needed for Trans-Atlantic Traffic. But R100 as Comfortable as Ocean Liner.—Wing-Commander Colmore, addressing the Canadian Club, described the construction of the R100 as an experiment which had ended successfully, but said that larger airships, approximating 7,500,000 cubic feet capacity, and ensuring a uniform speed of 70 knots, would be necessary if trans-oceanic flights were to be commercially successful. Wing-Commander Colmore considered that dirigibles would be unable to compete with other methods of transportation over short distances, but came into their own when oceans were to be traversed. Major G. H. Scott, the official observer, described the crossing as uneventful and smooth, except when the airship was forced up temporarily over Quebec by air currents. R100 afforded all the safety and all the comforts of an ocean liner.

Imperial Airways. Liverpool-Manchester-Birmingham and the Continent.—Imperial Airways announce that in deference to numerous requests it has been decided to retard the Southbound Provincial service by two hours. Better and closer connections will be made with the more important Continental Cities, but the change will involve the discontinuance of certain other minor connections. The Northbound Service will run as usual. The revised timings, which came into force as from August 12th last are as follows:—

SOUTHBOUND Read down Tuesdays, Thursdays and Saturdays.			NORTHBOUND Read up Mondays, Wednesdays and Fridays.	
09.00	dep.	LIVERPOOL (Speke Aerodrome)	arr.	19.55
09.20	arr.	MANCHESTER (Barton Aerodrome	dep.	19.35
09.25	dep.	,, ,,	arr.	19.30
10.15	arr.	BIRMINGHAM (Castle Bromwich	dep.	18.40
10.20	dep.	,, Aerodrome)	arr.	18.35
11.40	arr.	LONDON (Croydon) ,,	dep.	17.15

Connecting cars for Southbound Service will leave Liverpool (Adelphi Hotel) at 08.15, Manchester (Midland Hotel) at 08.40 Birmingham (Queen's Hotel) at 09.20. Further particulars obtainable at any of the above hotels, from Northern Air Lines, Ltd., Barton Aerodrome, Manchester, and at all the usual Agencies.

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Railway Notes and News.

The Railway Barometer.—The railway traffic receipts of the four group railway companies have now been published for the first 30 weeks of 1930 compared with the same period in 1929 and are as under:—

	1930	1929
	£	£
Passengers, parcels, etc.	41,411,000	42,663,000
Merchandise, etc. ...	36,444,000	38,320,000
Coal, coke, etc.	19,743,000	20,945,000
	97,598,000	101,928,000

Leipzig Autumn Fair.—The L.N.E.R. announce that cheap tickets will be issued from London (Liverpool Street) to Leipzig via Hook of Holland or Flushing in connection with the Leipzig Autumn Fair. These tickets will be issued to passengers holding Fair Membership tickets and will be available outward between August 25th and September 4th, and for return between August 31st and September 13th.

Great Western Railway Appointments.—The Directors of the Great Western Railway have approved the following appointments:—Mr. A. G. Pollard to be Assistant to Chief Accountant; Mr. H. T. Forth to be Assistant to Chief Accountant; Mr. W. Powell, Chief Clerk, D.G.M.O., Cardiff, to be Assistant District Goods Manager, Cardiff.

The G.W.R. at Honiton.—We illustrate a Thornycroft in the service of the Great Western Railway Company

Photo.] [World's Carriers.
THE G.W.R. THORNYCROFT LORRY REFERRED TO IN TEXT.

for their Express Cartage Services. It is standing outside a Honiton lace shop and has just delivered confectionery to a café next door, an example of the enterprise of the railways in developing motor transport as an auxiliary to their rail services.

Earl of Cromer Becomes a Railway Director. — The Board of the Metropolitan Railway Company has elected the Earl of Cromer to the seat on the Board rendered vacant by the death of Mr. R. H. Selbie.

L.N.E.R. Appointments. — Mr. A. Tulip, M.Inst.C.E., M.I.M.E., Assistant Docks Engineer, L.N.E.R., has been appointed Chief Engineer for Docks in succession to the late Mr. J. A. Wickham. He will be responsible for the dock engineering work in the North-Eastern Area and at Grimsby and Immingham. The following appointments have also been made:—Mr. F. W. Lamb, General Manager's Office (Scotland) to be Assistant to General Manager (Scotland), in succession to Mr. J. S. Begg, who was recently appointed Passenger Manager for the Company's Southern Scottish Area; and Mr. W. G. Sprague, Goods Agent, Farringdon Street, to be Goods Agent, Bishopsgate, in succession to the late Mr. T. R. Hamilton.

Railway Motor Coaches, Latvia.—His Majesty's Consul at Riga, Latvia, reports that the Latvian State Railway Administration is calling for tenders, to be presented in Riga by the 25th August, for the supply of two 750 m.m. gauge railway motor coaches. Firms desirous of offering such coaches of British manufacture can obtain further particulars of this call for tenders upon application to the Department of Overseas Trade, 35 Old Queen Street, London, S.W.1. Reference number A.X. 10,025 should be quoted.

Railway Education. — The L.N.E.R. announce that a comprehensive scheme of education for their salaried staff during the forthcoming Winter months has now been arranged. The scheme includes courses in technical subjects such as train signalling, passenger and goods accounting, which are conducted by qualified members of the L.N.E.R. staff, as well as courses in the more advanced subjects of Railway Law, Railway Economics, Railway Operating and Railway and Commercial Geography, which have been instituted in co-operation with the Universities of London, Nottingham, Sheffield, Manchester, Leeds, Durham, Edinburgh, Glasgow, St. Andrew's and Aberdeen. The lecture courses, which are optional, will be provided at most of the important centres throughout the L.N.E.R. system, and every facility will be given to encourage the staff to attend in order to improve their knowledge of railway matters.

Novel Publicity Van.—Intended to tour the country to advertise the travel service of the London, Midland and Scottish Railway Co., a new publicity van built on a Rolls-Royce chassis, made its appearance in the industrial section of the Blackpool Pageant a short time ago. Each side of the van is fitted with an electrically-driven revolving screen upon which advertisements, measuring 50 inches by 40 inches, can be displayed. Each advertisement can be so timed as to remain exposed for a period of time, and fourteen different advertisements can be displayed on each side, making twenty-eight in all. At night the screens are fitted with electrically-lighted polished aluminium troughs.

London & North Eastern Railway Magazine.—The current issue of the L. & N.E. Railway Magazine contains a number of solidly instructive articles, others are of a more entertaining, and nearly all are accompanied by interesting illustrations. The principal article is "The Flower Traffic" by Mr. C. J. Selway. Among other interesting items are:—A full page photograph of the King's Cross Literary Society's fine rooms; a visit to the International Railway Congress at Madrid; Hints on Accident Prevention, etc. Ambitious young men will be specially interested in the Traffic Apprentice Examination papers, but every reader may find a little entertainment in going through the questions and mentally answering them —especially the General Paper.

Liverpool Railway Pageant.—Good progress is being made in the arrangements for the great Railway Pageant to be held at Wavertree Playground, Liverpool, in September. We have received from the Chief Librarian, Reference Library, Liverpool, a list of selected and illustrated material on the Liverpool and Manchester Railway in the Liverpool Reference Library. The book which is very interesting has been compiled under the direction of the Chief Librarian by Mr. W. Phillips, F.L.A., and the following is the preface written by Mr. Henry A. Cole, Chairman, Libraries, Museums and Arts Committee:— "The collection of correspondence, views, plans, and other papers, relating to the opening and early history of the Liverpool and Manchester Railway, preserved in the Liverpool Public Library, has been described by Mr. Dendy Marshall—a leading authority on English Railways— as 'one of the most important in the country.' This collection is contained partly in the Reference Library, including material in the Binns Collection of Lancashire Prints and Documents, and to a lesser degree in the Hugh Frederick Hornby Library of Fine Arts. In view of the Centenary celebrations of the opening of the Liverpool and Manchester Railway, to be held in Liverpool in September, 1930, it has been thought desirable to place in the hands of the research worker and general reader a bibliography of the collection referred to above, in order to provide a medium for easy access to the early surveys, maps, Acts of Parliament, views, illustrations of rolling stock, and general literature bearing on the subject."

More Unemployment Schemes. G.W.R. Plans. — The fourth big list of schemes being undertaken in conjunction with the Government for the relief of unemployment, is announced by the Great Western Railway Company. They include various widenings of the line and reconstruction of stations between Didcot and Swindon; Norton Fitzwarren, Somerset, and Exminster, Devon, Filton and Bristol. In addition, substantial enlargement of goods depots are to be carried out at Soho and Lye, in Birmingham area; Swindon and Trowbridge, Wilts. Notwithstanding trade depression elsewhere trade in these districts calls for additional facilities and the extended yards, enlarged warehouses and goods yards, and modernised mechanical appliances will ensure all-round increased facilities to traders.

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Law Cases.

GARAGE TO BE DERATED.

A DECISION of importance to garage proprietors was given by Justices Avory, Talbot and Finlay, in the King's Bench division, London, in an appeal by the revenue officer of Middlesbrough against an order of the Recorder of Middlesbrough that the garage premises of Mr. W. H. Bailey, at Ormesby Road, Middlesbrough, should be derated under the Rating and Valuation (Apportionment) Act of 1928.

By a majority, the court held that the premises should be derated.

The premises consist of a garage with repair shop, petrol pumps and a window, where accessories for motor-cars are displayed.

It was contended that most of the time, Mr. Bailey and his employees are engaged on repair work, and the Recorder held that the use of the premises was primarily for repairs to cars, which was a factory purpose that entitled the property to be derated.

The revenue officer, however, argued that the primary use of the place was that of a retail shop, repair work in the garage being ancillary to it.

Mr. Justice Tal[illegible] and Mr. Justice Finlay were of opinion [illegible]sengers, i.e., no[illegible]ll to be derated, and that the Recorder [illegible] population of B[illegible]was right. to 203,983 lbs. a[illegible]y, dissenting, said there were features in being equivalent [illegible]ved that the premises came within the daily. shop.

Royal Air Force [illegible]e court dismissed the revenue officer's The Air Ministry [illegible]d held that the premises should be Royal Air Force fo[illegible]eal was given. of 15½ and 17, to and in January ne[illegible]

TRAILER BRAKES.

partly by the dir[illegible]hed to a case heard at the Frodsham approved schoo[illegible]y when a Bootle motor haulage contractor was summon[illegible] for using a heavy steam wagon with trailer attached, without the trailer being fitted with two brakes in good working order.

It seems that the driver was returning from Chester when he was stopped by a constable. On the constable's instructions the driver applied the trailer brakes and then put the wagon into motion. The trailer brakes did not prevent the trailer wheels from [illegible]volving.

The constable, cr[illegible]s-examined by Mr. E. Steel for defendant, agreed tha[illegible]the trailer brakes were not used for the purpose of pull[illegible]up the vehicle, but were applied when descending hi[illegible]g, duri[illegible]k the motion of the trailer and prevent it overtaki[illegible]steamer by which it was drawn. He agreed that the [illegible]band appeared to be tight up against the brake drum.

Mr. Steel state[illegible]hat, in the event of the magistrates recording a convictio[illegible], such decision would have a far-reaching effect, for the brakes fitted to this particular trailer were of a type fitted to [illegible]most every trailer on the road. The foot and hand brakes on a motor car were designed for the purpose of pulling up the car in the shortest possible distance, in case of emergency, and for this purpose it was necessary that the brakes should lock the wheel. It was an obviously unfair test to expect the trailer brakes to hold back a steam wagon powerful enough to draw a load of several tons. Had the officer tested the brakes under their usual working condition he would have found them efficient and effective for the purpose for which they were designed. Further than that, if the brake gripped the drum as tightly as the of[illegible]er expected it to do and caused the wheel to lock, it would render the trailer unmanageable and a danger to the driver and other users of the road. If the wheels were locked when descending a hill the trailer would skid from side to side and would also tear a rut in the surface of the road. The summons was dismissed.

A FURNITURE REMOVAL TO WESTCLIFF.

IN the Shoreditch County Court, before Mr. Registrar Wickham, Messrs. George Ewer & Co., of 78, Leonard Street, Finsbury, E.C., removal contractors, sued Mrs. E. C. Matthews, of 39, Westbourne Grove, Westcliff-on-Sea, to recover £3, the balance alleged to be due for the hire of vans to remove her furniture from 4, Duncan Street, Islington, to Westcliff. The defence filed was that an estimate to cover the removal had been received, for £3 15s., which had been paid, and nothing was therefore due, and the second van which was used was never ordered.

Mr. Strong appeared on behalf of the plaintiffs.

Alfred Ernest Smith, a carman in the employ of the plaintiffs, said he went to the defendant's premises on a Friday, and was shown all the furniture which she alleged she was going to send to Westcliff, and he estimated it to be £3 15s. On the Monday he was there with the lorry with two men, and he loaded it up, but owing to the fact that other things had been put in to be removed, which were not there before, he could not get them all in. As the defendant had gone off to Westcliff, he referred the matter to a Mr. Martin, who was there in charge of the removal on behalf of the defendant, who told him to get another van, which he did, and the extra charge was £3, which he did not dispute at the time, paying him £3 15s. and saying Mrs. Matthews would call on the Wednesday and pay the balance.

The defendant denied that she did not dispute it. She agreed that she put on the receipt for the £3 15s. that she would call on Wednesday, but that only meant that she was going there to protest as to the overcharge. There were a number of things missing, a sports coat, dresses, a strip of carpet supposed to be put between three mirrors, and so on, and she did not feel inclined to entertain any further charge, so did not go on the Wednesday. She was persuaded to sign by the carman as she did, as he said he would get the sack if she did not, and he also told her to go there and offer to pay £2, and they would be bound to accept it as it was all the extra was worth. She further said that when they started to load up on the lorry, she looked through the window and pointed out that hers was a big lot and they were not likely to get it in, but one of the men assured her that they would, saying it was surprising what they could get into these lorries. All that was put in the second van was a three-piece suite and the top of a sideboard.

Mr. David Martin, a lodger of the defendant, said he was there when the removal took place to help, but he had no authority to order any second van. Mrs. Matthews went off to Westcliff, the loading was finished, and they started off in the one lorry, but they had not gone many yards before Smith said it was top-heavy and they would have to have another van. He had no authority to order one, but Smith sent down to the plaintiffs who sent the second van.

The Registrar said that it was clear the estimate was wrong, and that the defendant could not be liable for more than £3 15s.

Mr. Strong: You will see, Sir, that the contract is for the hire of one van.

The Registrar: The plaintiffs are bound by their contract. They were told what was to go. Judgment for the defendant, with costs.

STORING CHEMICALS.

IN the Southwark County Court, before Judge Moore, Messrs. Burrins Express Services, of 13, Duke Street, London Bridge, S.E., general carriers, sued the Dearborn Chemical Co., Ltd., of Criterion Buildings, 24-36, Regent Street, S.W., engineers and chemists, to recover £58 10s. for alleged breach of contract.

Mr. White, counsel for the plaintiffs, said that the defendants were a company, incorporated in America and Canada, where they manufactured chemicals. The defendants were represented in England by the Lewis Exhaust Governor Co., Ltd., and the plaintiffs had an agreement with that company to store chemicals at their warehouse at London bridge. In 1926, the Lewis Exhaust Governor Co., Ltd., went into liquidation, and the defendants then approached the plaintiffs direct, with a view to continuing the agreement as to storage. The plaintiffs agreed to store between 30 and 40 tons at £4 10s. a week, payable monthly, but on the same terms as with the Lewis Exhaust Co., under which three months notice was to be given on either side. In February of this year, the defendants inquired about storing an additional 30 tons of a special chemical made up under a secret formula, and the plaintiffs said they would do so for an extra £2 a week, but they received a letter from the defendants giving a week's notice, and saying the defendants were going to take a warehouse of their own.

Matthew Burrin, trading as the plaintiff company, said that Mr. Buchanan was engineer to the Lewis Exhaust Co., and when they went into liquidation, he became the manager of the London branch of the defendants. The goods stored mainly consisted of chemicals to prevent the incrustation of boilers. They were of a dangerous nature, and consisted of glass carboys and drums. Sulphuric acid was one of the ingredients of the secret formula. If he had given the defendants a week's notice, it would have been impossible for

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them to have found other storage space in the time. Mr. Buchanan told him that the directors in Chicago and Toronto were contemplating starting a chemical factory in this country, but he had advised them that the present time was unsuitable to commence operations. The defendants then found that one of their preparations was suitable for certain purposes and required him to carry an additional 30 tons and he said he would make arrangements for £2 a week extra, but this offer was turned down, and he was later given a week's notice of their intention to remove their whole stock of chemicals.

In cross-examination, he agreed that his contract in the first place was with the Lewis Exhaust Co. He did not know that Dr. Crouch was the manager and Mr. Buchanan was the assistant manager. According to their letter paper, Dr. Crouch was a vice-president of the American Co. He denied that his evidence was false with regard to the three months notice, but said that Mr. Buchanan specifically agreed to carry on at the same terms as with the Lewis Exhaust Co.

Evidence was given for the defence that the arrangement was a weekly one which was terminable by a week's notice. It was denied that there was any attempt to adhere to the former agreement which had been with the Lewis Exhaust Co.

Judge Moore, in giving his judgment, said he had examined the case from all angles, and considered the plaintiff's story to be the right one, and that the agreement was that there should be three months notice on either side, which he considered was borne out in the correspondence. Under the circumstances, he would give judgment for the plaintiffs for the amount claimed, and costs.

SHEFFIELD CORPORATION AND ALLEGED SPEEDING OF BUSES.

THE question whether the Sheffield Corporation had properly been convicted and fined £5 by the Eckington justices for aiding and abetting one of their omnibus drivers to exceed the speed limit on a journey between Sheffield and Beighton, on June 14th, 1928, was debated in a King's Bench Divisional Court composed of the Lord Chief Justice and Justices Avory and Wright, on July 22nd. The Corporation were the appellants.

Mr. Willoughby Jardine, K.C. (for the Corporation), said the allegation by the police was that the driver, Robert Radford, was speeding his bus along the Beighton road at 40 miles an hour. He said, when challenged, "I have only half-an-hour in which to do the journey from Sheffield to Beighton. The time allowed is not sufficient and I have to speed to do it; otherwise I should get the sack." The distance between Pond Street, Sheffield, and Beighton, said Counsel, was 8½ miles, and the time allowed to the bus drivers to cover that distance was 28 minutes. In the course of the journey the bus had to stop at 10 regular places as well as when requested. The allegation was that such a speed was contrary to the provisions of the Heavy Motor Car (Amendment) Order of 1928, and that the Corporation had aided and abetted the driver when he covered the distance at such a speed.

The vehicle was a heavy double-decker bus weighing over 5 tons and part of the route was along busy streets and winding roads.

The Corporation had provided a time-table and, allowing for stops, the time for the journey was 25½ minutes. Other delays were not taken into consideration to any great extent.

However, the contention put forward by the Corporation was that there was no evidence before the justices from which they could draw the inference that the time allowed was insufficient to enable the vehicle to proceed at 20 miles an hour. Also, that any statement made by the driver was not evidence against the Corporation on a charge of aiding and abetting.

The justices, however, found the Corporation guilty of an offence announcing that, in doing that, they put out of their minds the statement made by the driver, Radford.

The Lord Chief Justice asked Mr. Jardine whether the Corporation supposed that there never would be any delays or prolonged stops to pick up and put down passengers and that, if necessary, the vehicles would jump over any obstructions in their way.

Mr. Jardine replied that he did not know what the Corporation thought or what they considered would be the ordinary incidents on the journey, but he knew the time table was marked out after two experimental journeys had been made.

Mr. Justice Avory: It seems obvious that this driver could not do the journey all the time at an average of 20 miles an hour.

Mr. Jardine: The Corporation must be taken to have worked out the thing carefully and mathematically allowing reasonable margins for delays. They could not be expected to anticipate that, to keep to the time-table, their drivers would have to exceed the speed limit to the extent they had.

Without calling on Sir Henry Maddocks, K.C. (for the police), the Court dismissed the Corporation's appeal with costs. The Lord Chief Justice said there was abundant evidence of aiding and abetting by the Corporation. It seemed that the Corporation must have thought that, by some miraculous means, their buses would get rid of all other traffic and negotiate, without any delay or difficulty, all hills and bends in the roads.

The River Severn Development Association.

AT the Annual General Meeting of the River Severn Development Association, held last month at Cheltenham, the Annual Report upon the work of the Association during the last twelve months was presented and unanimously adopted.

The whole of the Officers and Committee were re-elected for the year ending June 30th, 1931, and considerable satisfaction was expressed by those present at the progress which had been made by this new Association during the past twelve months.

Among other matters which were discussed was one dealing with the possibility of improving the facilities for navigating the River beyond Gloucester. Whilst it is possible for vessels of 200 tons burthen to navigate the waterway itself with considerable ease up to Worcester, nevertheless this traffic is hampered, and delays have on many occasions occurred due to the low clearance between water level and the under side of Westgate Bridge, Gloucester.

The River Severn Development Association, having among its objects the development of the River Severn, and understanding that the Gloucester City Council are considering alterations to the Westgate Bridge, has taken steps to urge upon that Corporation and the Ministry of Transport that the interests of navigation should also be considered when this Bridge is reconstructed.

The Association feels that whilst the question of road improvement over the Severn is being considered by the Gloucester Corporation in conjunction with the Ministry of Transport, that both bodies should at the same time not lose sight of the fact that the Country's interests lie equally in the successful navigation of our inland waterways as it does in the development of the roads.

The Association has appointed a deputation to wait upon the Gloucester Corporation, and is also making representation to the Ministry of Transport in this connection.

The offices of The River Severn Development Association are at 16, Bridge Street, Broad Street, Birmingham, and the Secretary is Mr. E. W. Bayliss.

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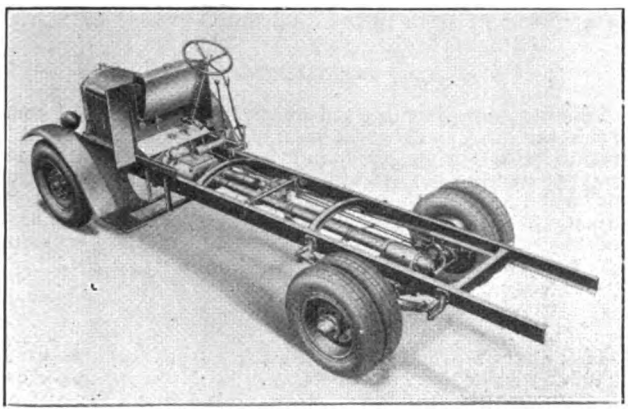
The Dennis Two-Ton Commercial Model.

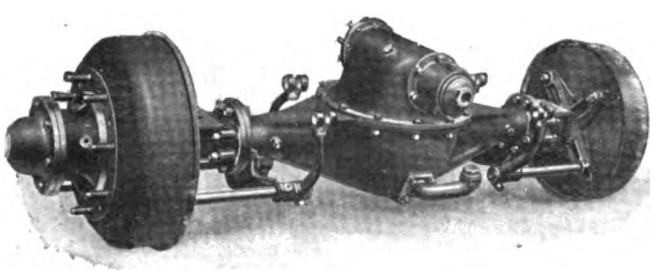
The new two-ton model by Dennis Bros., Ltd., Guildford, is limited to industrial purposes, and is not competitive with the coach and bus models. A recent "rough and tumble" test run on a sample which had not been "run in" gave our representative a good impression of its accelerative



GENERAL VIEW OF THE DENNIS 2-TON CHASSIS.

and braking qualities and most comfortable handling. It is air tyred, has a deep section and generally well stiffened chassis, a simple and dirt-proof layout of the transmission, is well braked, including the advantages of a servo on the pedal brake; has a remarkably silent overhead valve engine, a shockless clutch drive and a good range of gear ratios. A note on a short test run follows the general survey of the model.

First it may be noted that the fittings of engine and chassis not made by the Dennis Co. are as follows:—Simms h.t. magneto with hand control and vernier adjustment; Solex carburetter with hot spot induction, and fuel feed by gravity from a drum tank behind the straight dash; C.A.V. lighting and flywheel starting set (latter a supplementary equipment); Dewandre servo brake; Smith speedometer and mileage meter on the dash driven by a Smith reduction gear off the constant mesh gear shaft; Dunlop or Avon 32 in. by 6 in. air tyres, singles (front)

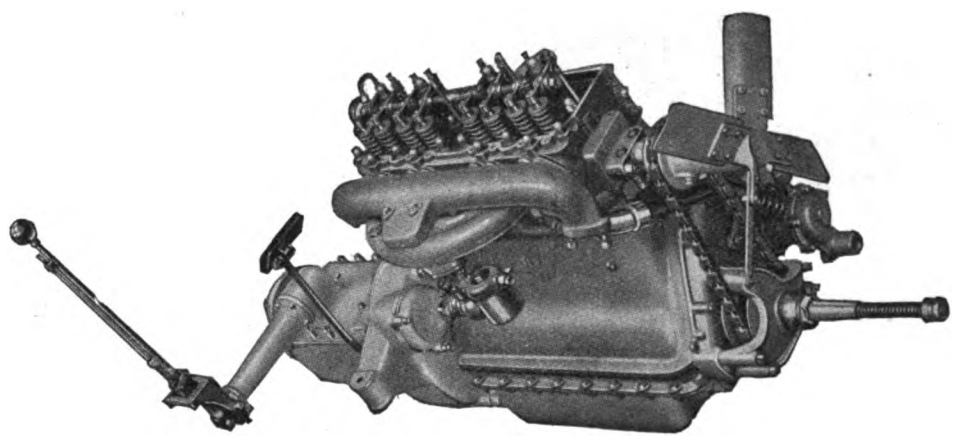


REAR AXLE AND BRAKE UNIT.

and twins (rear). A spare tyre and wheel is included and is housed at the back of the chassis. Pivotal points are fitted with Tecalemit gun oilers.

The Power Unit.

This is a built-up unit of (1) a four cylinder engine with a bore and stroke of 85 by 120 m.m. (3.34 in. by 4.72 in.) with overhead valves worked by a cam-shaft within the crank case through push-rods and adjustable rockers—the whole being enclosed and lubricated in step with the rest of the engine by means of a gear type pump; (2) a male cone fabric faced clutch in an oil bath, and (3) a four speed gear box with the maker's gate change, the gear ratios being as 1-1 (top), 1.63-1 (3rd), 2.82-1 (2nd), 4.6-1 (1st), and 3.94-1 (reverse). This unit is neat both as regards girth and appearance. Excepting the cylinders block and the overhead valve casing, which being enamelled did not disclose its material, the whole unit is of aluminium evidently of a good grade judging from the smooth, almost polished surface of the upper portion. Accessibility is featured unmistakably. For example, the valve cover gives plenty of access to the valve and push-rod mechanism; the cover at the front of the casing provides access to the timing gear; the water pump, which is of the impeller type, has a packing gland nut for a pin-and-hole spanner and adequate space for re-packing without removing more than the gland; the magneto is in tandem with the water pump and both are driven from the timing gear shaft on the near-side of the unit; there is a large cover plate across the cylinders block giving access to the jacket for cleaning (a most important provision for users in many districts and abroad), and below are two hand covers each with central lock bolt which give access to the lower part of the valve mechanism; the cylinder head with valves-layout is removable, and the belt-driven fan spindle with its ball bearing housing has an eccentric adjustment on the supporting bracket. A second pulley behind the fan pulley on the engine shaft drives the dynamo which is bracketed on the off-side fore corner. There is corresponding provision for a motor-starter at the rear off corner. On the offside, also,



ENGINE AND GEAR BOX UNIT OF THE DENNIS 2-TON CHASSIS.

bracketed well up for getting at, is the carburetter fed from an 11½ gallon drum tank at the back of the dash. The sump is an aluminium casting with an ample oil space for external cooling and internal filtration. The oil consumption, it may be noted, is given as a gallon per 1,000 miles. The radiator is of the built-up gilled tube type, easily demountable for cleaning and repair. Provision for completely emptying the water from the circulation system is one of the notable features of the layout and no doubt will be appreciated by users with experience of mischief in frosty weather from water pockets in the system. The fuel consumption is at the rate of a gallon per 16-17 miles, which is reasonable for the big output of the engine and the load capacity and weight of the chassis. This it is stated is 42 b.h.p. There is a hot spot from the exhaust in the throat of the induction manifold which together with the exhaust manifold and carburetter are on the off-side of the engine.

The clutch has a spider arm adjustment which can be made by removing the gear box lid, and the timing can be set or verified by removing a cover over a hole provided for the purpose in the inclined foot-rest below the dash. The flywheel rim is marked for the purpose and the marking is visible through the special cavity referred to. A clutch stop is provided and is of assistance in gear changing. The latter is facilitated also for the new driver by the gear gate being marked for the gear lever's respective positions. Ball and roller bearings and chrome-nickel gears with large tooth areas are features of the

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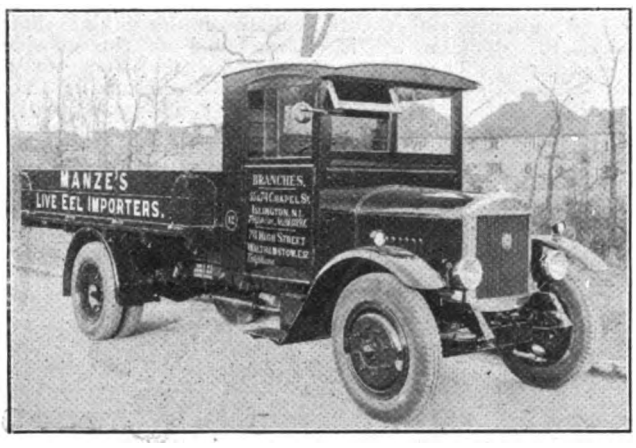
change gear unit. A three-point anchorage is used; the front bearing being a particularly neat and substantial form of built-up trunnion. The comparative stoutness of the power unit and its being wholly self-contained suggest a corresponding reduction of cost for removal and replacing, especially where a group of the same model is concerned.

The Rear Drive.

The drive to the road wheels is taken through an all enclosed unit of propeller shaft in a torque tube, double shackled rear springs and a built-up over-type worm axle gear with brakes and wheel-hub drive. This may be regarded for purposes of maintenance as the second group unit of the chassis. The propeller shaft and tube may be removed independently which enables the gear box to be detached from the clutch housing; but for examining the gear and the usual running shop purposes the necessary access is available through the top of the box. The double shackling of the back springs facilitates the free functioning of both halves of the springs length, and from an experience of the smooth running of this vehicle beyond its prescribed limit, this method is worth the extra cost involved by the provision of a pair of special vee-splayed hollow radius rods, a detail which may escape notice in the illustration of the chassis. The chassis being somewhat long and the shortness of the power unit has suggested the provision of a roller bearing for the propeller shaft in the centre of the torque tube. The front end of both is enclosed in a spherical housing which encloses a universal coupling. The rear end of the propeller shaft and torque tube assembly with a substantial ball



THE NEW DENNIS 2-TON TRUCK.

thrust-bearing and worm is housed in the cover over the worm and differential gear of the axle, and is held by a ring of stud bolts. There is, therefore, independent access for the examination and removal of all the rear drive mechanism without disturbing the axle casing and road wheels after withdrawing the axle shafts from engagement in the differential housing. The axle gear has a ratio of 7½-1 and the gearing and layout are the Dennis standard unit which, if we mistake not, was the pioneer worm drive for road vehicles.

A section view would be necessary to show the details of this well thought out unit; in its absence the reader will note the exterior from the special illustration of it. Here it may be noted that the arrangements for oiling the components combine provision for speed without waste. This is obtained by providing ample fillers and a preventive device for over-filling. The filler for the engine sump is through a cavity in the front wall of the crank case and is covered by an oblong swivel flange; the gear box filler is an elbow on the near-side, and the axle case filler is a spout-elbow at the front. This casing is a steel casting well ribbed inside and out and has circular flanged ends to which are attached reinforced extremities which provide the spring anchorages and the axle bearings and housings for the brake carriers.

The brake drums are steel pressings with thick walls and rim stiffening flanges. They are 17 in. internal diameter and the shoes are faced with ⅛ in. thick die-pressed fabric-asbestos linings. Both foot and hand brakes are within these drums; the foot brake being supplanted by a Dewandre vacuum servo from the induction manifold of the engine. There is a localised independent adjustment for the brakes by self-holding (shoulder) nuts behind the respective brake-cranks in front of and behind the axle. The gun form of "Point" oil injection system is featured for these and other of the main pivots of the entire chassis. The brake drums can be withdrawn for inspection and removal of the shoes without disturbing the hub and the hub bearings. These and other details which would require space and section views to elaborate, are among the evidence of the care and foresight and experience of the makers referred to at the outset. The road wheels are of the recessed pressed steel disc type which combine strength with stiffness and afford protection to the hub caps. They run on adjustable taper-roller bearings and are secured to the driving hubs by a cluster of eight self-seating nuts.

Front Axle and Steering Gear Unit.

This assembly is the third unit of the chassis and comprises an alloy steel heat-treated beam of the usual I section with spring pads and ball bearing swivels; adjustable steering connections, with a rear placed cross-bar, and fitted throughout with oil injection points, and an adjustable worm and wheel steering gear. The ignition and throttle levers are attached to the steering column. The turning circle is about 51 ft.

The Chassis Frame and Suspension.

The chassis frame is a stout pressing of the usual channel section and is a rectangle with some four cross bracings and has a depth of 6½ in. with a thickness of ¼ in. The springs are of chrome vanadium alloy and of special design. The rear leaves are 3 in. wide and the front ones 2½ in. The feature of the layout of the rear suspension has been mentioned, the front suspension is normal, and apparently in combination with the steering layout assists the steering effort, for on test the fact was demonstrated. The wheel-base and track measure 12 ft. by 5 ft. ⅛ in.; the overall length and width are 18 ft. 3½ in. by 6 ft. 7 in., and the length aft of the dash 14 ft. 4½ in. (deduction of this dimension from the overall length shows the already noted feature of the compactness of the engine). The chassis weighs about 37¾ cwt. and the gross weight allowed for is 96 cwt., of which 40 cwt. is allotted to live load, 15 cwt. for a lorry or other industrial type of body and 3½ cwt. for the driver, spare wheel and tools. The height of the frame when loaded is 26½ in., and the ground clearance below the axle is 9⅛ in. with the tyres at the prescribed inflation rate.

Excepting a starter and autovac, the standard of equipment of this chassis is very much that of an average car for variety and utility. A power-driven tyre inflator is provided for attaching to the gear box on the near-side for driving off the constant mesh gear sleeve. Being thus provided for, the cost of starter and inflator is low. The chassis fully equipped, inclusive of a fifth wheel and tyre, costs £420 at the works.

The Two-Tonner on the Road.

On the occasion of the test run of the new model the gross load with two up and test body was 4 tons 17½ cwt. The start was after a long wait and the chassis was one in course of test for delivery. The weather was damp and cold. The route was over the Hogs Back and back with a detour at Puttenham Hill in order to test the brakes. The timings were by an ordinary seconds-hand watch. Almost all the hill climbing was done on third and fourth with an occasional drop to second. In an acceleration test from 1st to 4th from standing start 38 m.p.h. were attained in 59 secs., and from 10 m.p.h. on top to 30 m.p.h. in 20 secs. Two stop and re-start tests on a gradient stated to be 1 in 6 demonstrated the smooth pick-up of the clutch. Brake tests were made on Puttenham Hill with a gradient stated to be 1 in 6.3 and the reverse was used at a favourable but steep point for turning to return by the same route. There was ample proof that either brake could hold the load and could pull up the vehicle with the usual evidence of piling forward which accompanies an emergency stop. It was not considered necessary to test the maximum speed on the level, being satisfied that it is more than sufficient for any permissible use.

Incidentally it may be noted that the air tyres were found of considerable help on the wet roads. The tyre inflation pressure was about 50 to 55 lb. per square inch.

The good report of users of this model is being shown by one large oil company's recent repeat order for 75 after a first purchase of 100. A still more recent purchase is by the Southern Railway Co.

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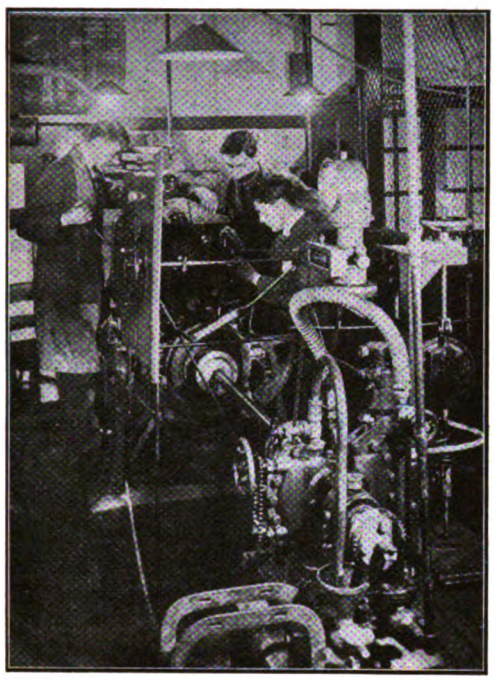
Automobile Engineering Training College.

Fifth Anniversary.

On the occasion of the fifth anniversary of the opening of the Automobile Engineering Training College, members of the press were invited to a private view of the college and a luncheon held at the College House. The college is situated in Sidney Street, Chelsea, and together with



ENGINE TESTING ON HYDRAULIC DYNAMOMETER.

the lecture rooms covers an area of thirty-five thousand square feet.

After our tour of the college which was conducted by Mr. Wardell, one of the chief technical engineers, who explained the method of teaching, the whole party motored over for luncheon to the College House, Wimbledon Park, where the students reside. The college residence, which stands in about 3½ acres of ground, is particularly well equipped for the housing of a large number of young men.

The college was founded specially to meet the requirements of the Automobile Industry for young men of good education who combine a wide experience of practical automobile engineering and a sound knowledge of the commercial side, with the character, ability and training to rise to administrative positions.

At the time of our visit there were over 130 full time students or over two hundred including those attending for short periods.

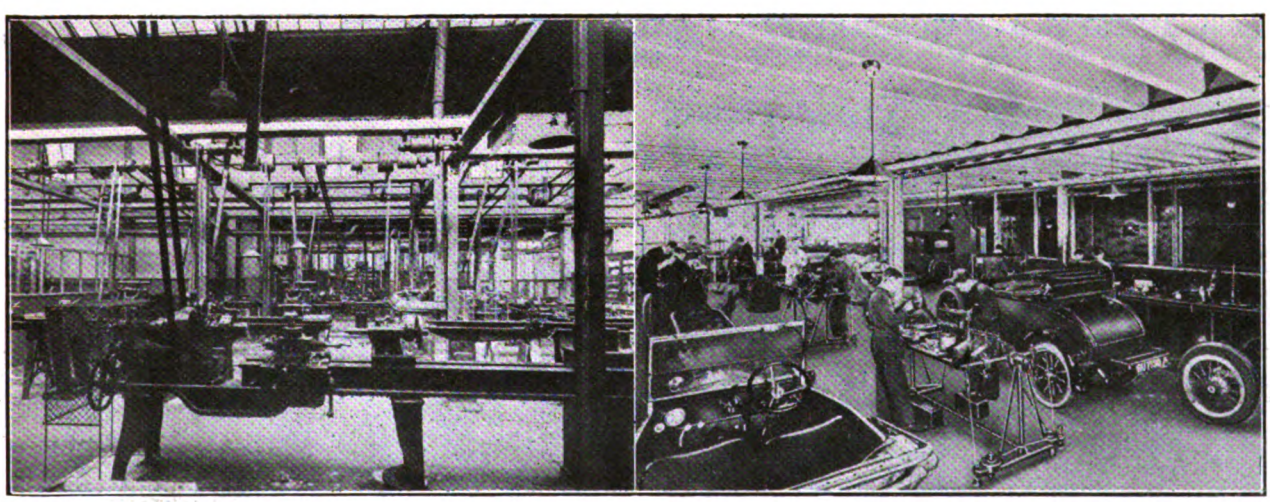
The majority of the students are drawn from the largest public schools and train for the college diploma (minimum period two years). It must be noted that this diploma is not automatically granted upon completion of a period of training, but can only be obtained by satisfactorily passing every terminal examination both theoretical and practical work and by a consistently good record of behaviour and attendance during the course.

There is no entrance examination, but students are required to enrol on a probationary term, and this term must be completed before the student can be accepted for the remainder of the course.

During this period the work of the student is carefully observed and at the end of the term his report is sent to his parents advising as to his suitability for the career. Should it be considered that the student is unlikely to be successful as an engineer the parents are advised quite frankly to this effect.

The first consideration of the college training is thoroughness and width of practical experience. It has been evolved by practical engineers to meet the needs of the industry and a staff of instructors has been recruited from the ranks of works superintendents and foremen who have held charge positions specialising in work similar to that which they are now teaching. In addition to the practical instruction staff there are highly qualified lecturers in the technical subjects, and authorities on special branches of the industry give weekly lectures on their particular subjects. During his stay at the college the student passes through every phase of workshop practice from filing metal to advance work on engines and actual repairs to chassis, after which he spends several months in the service shops where repairs of every description are carried out for leading firms in the industry.

Each student obtains practical experience with various types of cars and components on the market, including the diagnosis of faults, costing and estimating, repair and final testing, and this range of actual commercial work is unique as an integral part of College training. Every facility is given to the student with technical ability for design and research. Engines and other components are actually designed and entirely produced at the College for the purpose of teaching design and the solution of problems inevitably encountered in the introduction of a new production.



LEFT: GENERAL VIEW OF MACHINE SHOP. RIGHT: REPAIR AND SERVICE DEPARTMENT.

During our tour of the college it was interesting to note the enthusiasm which was shown by the students in the various shops we passed through, which included Oxy-Acetylene Welding, Foundry, Engine Assembly, Engine Fitting, Vulcanising, Electro-Plating, Electrical Equipment Repairs, Engine Testing, Coach Painting and others.

Before the student receives his diploma he has to pass the tests set out in the "Passing-Out Tests" which are very comprehensive.

In addition to students from all parts of this country, the College receives students from all parts of the world, including India, China, Japan and South America.

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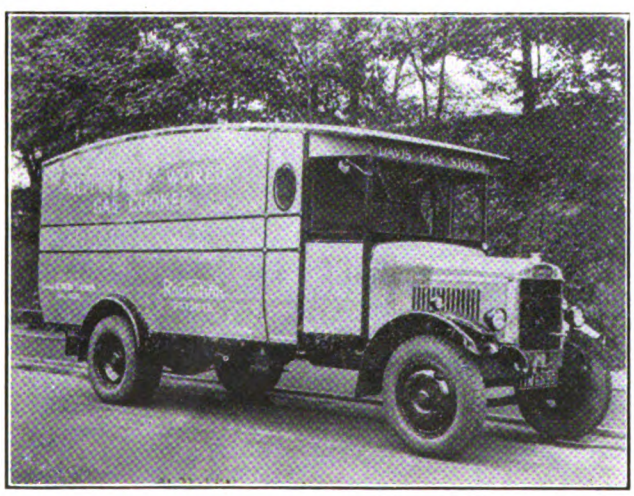
Motor Notes.

Leyland Bradford Service.—Arrangements have been made by Leyland Motors, Limited, for the extension of the service organisation of Brighouse Motor Agency, Ltd., Bradford Road, Brighouse, to operate in future as the Leyland West Riding Service Depot, which will include the area hitherto supervised in the Leyland interests by Oswald Tillotson, Limited.

Thornycroft Forward Drive Lorry.—The photograph is of one of the first freight vehicles to leave the Thornycroft Basingstoke works mounted on a type "A2 forward" chassis. This is identical with the firm's standard "A2" 2-ton chassis, but with forward control, allowing extra body space, a modification recently introduced into the Thornycroft programme of freight chassis.

THE "THORNYCROFT" FORWARD DRIVE "A2" LORRY.

An Interesting Commer Delivery.—The Davis Gas Stove Company, of Luton and London, have recently taken delivery of the 4 GN Commer chassis mounted with a box van body as shown in the photograph. This was a repeat order given to the local dealers. It is painted blue and varnished with gold lettering. The vehicle was built throughout at the Commer Luton works.



THE DAVIS GAS STOVE CO.'S 4GN "COMMER."

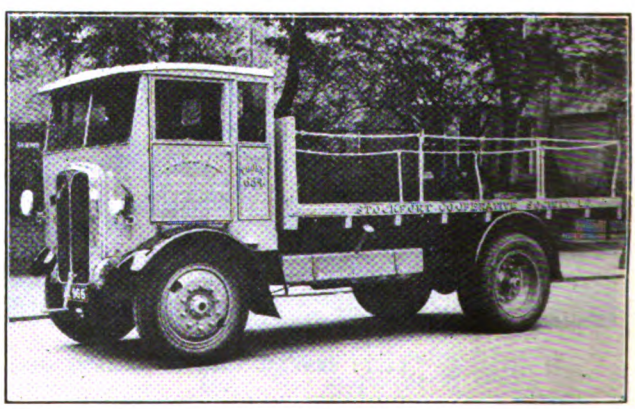
Airvac Orders.—Airvac Ventilators, Honeypot Works, Darlington, inform us that they have just received the sixth repeat order for 108 Airvacs type R from the Bombay, Baroda and Central India Railway, and during the past month orders have been received for 60 Airvacs and 40 interior fittings for the Iraq Railways, 28 type RM Airvacs for locomotive cab roofs for the Benguela Railway, and type R Airvacs for the North Western Railway of India, Sudan Government Railways, and the Entre Rios Railway for equipping an articulated steam rail car.

The Guy "Conquest" Bus.—We have received from Guy Motors, Ltd., Fallings Park, Wolverhampton, a copy of their latest catalogue describing the Guy "Conquest" chassis, and giving details of long distance coach and service bus bodies. The "Conquest" chassis is fitted with the Guy patented six-cylinder engine. Also, in connection with the foregoing catalogue, Guy Motors have included a new spare part list which undoubtedly gives the operator all the details he requires. Every component part is illustrated and a description and price are given on the opposite page. Copies of the catalogue and price list may be obtained from the firm on application.

Vulcans for Fish Transport.—Our illustration shows a 30-cwt. forward control detachable sided lorry, recently delivered by the Vulcan Motor & Engineering Co. (1906), Ltd., of Southport, to the Boston Deep Sea Fishing & Ice Co., Ltd., of Fleetwood.

A 30-CWT. FORWARD CONTROL "VULCAN" LORRY.

The A.E.C. "Monarch." — The Associated Equipment Co., Ltd., Southall, Middlesex, announce that their new 65 h.p. 4-ton "Monarch" is now being delivered to operators. The photograph shows one of two purchased by the Stockport Co-operative Society, Ltd., and is fitted with a flat platform body specially adapted for milk churn carrying. A special feature is the roomy comfortable cab which is completely enclosed.



THE A.E.C. 65 H.P. 4-TON "MONARCH."

Marelli Vacuum Brakes.—Marelli Magnetos (England), Ltd., 71/72 Bolsover Street, London, W.1, announce that Shefflex Motors, Ltd., of Sheffield, are the latest firm to adopt the Marelli Vacuum Servo as a standard equipment on their new high-speed 2½-Tonner, and that the Flexion Products Company, of Hendon and Nottingham, have adopted the Marelli Vacuum Servo on their well known 3-Ton conversion set to 30-cwt. Chevrolet chassis.

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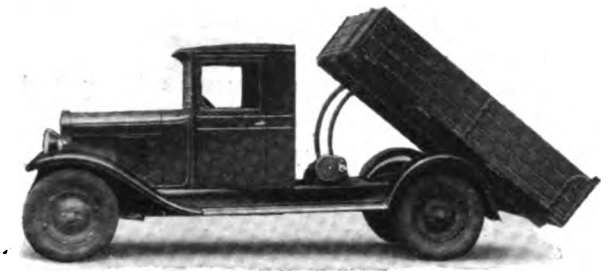
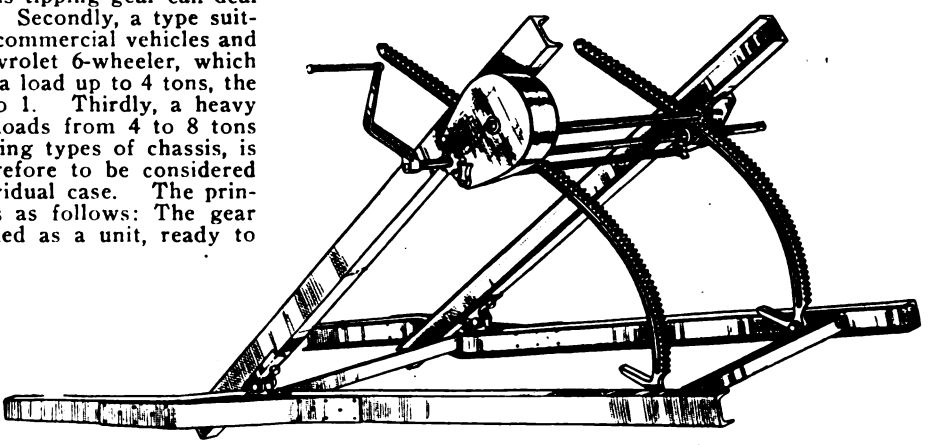
Crawford Tipping Gears.—The Crawford Tipping Gear Co., 128, Much Park Street, Coventry, are manufacturing at present tipping gears to suit all kinds of existing lorries



A LORRY FITTED WITH THE CRAWFORD TIPPING GEAR.

carrying loads from 1 to 8 tons. These tipping gears are sub-divided into 3 definite series or models, the first being the light type standardised for Ford, Chevrolet and Morris Commercial trucks, retailing at £15, with a power reduction ratio of 93.75 to 1. This tipping gear can deal with loads up to and over 2 tons. Secondly, a type suitable for Bean, Dennis and Vulcan commercial vehicles and also for the short wheelbase Chevrolet 6-wheeler, which is retailing at £16, and will carry a load up to 4 tons, the power ratio on this being 177.7 to 1. Thirdly, a heavy type which is designed to carry loads from 4 to 8 tons but which, owing to largely differing types of chassis, is not yet standardised and has therefore to be considered specially accordingly to each individual case. The principle on which the gear works is as follows: The gear complete is mounted and assembled as a unit, ready to be applied to any chassis and body. It is shown in the accompanying illustration, and consists, as will be seen, of a sub frame mounted on the chassis frame and the tipping frame upon which the body rests. The tipping frame is pivotted by a transverse hinge at the rear, and at the forward end is provided with two curved racks, which engage with toothed gearing on a transverse shaft mounted on the sub frame. This shaft is turned by reduction gearing in a gear box on the nearside subframe member, and a pawl is provided to ensure safety when raising or lowering. The curved racks are so shaped, hinged and disposed relatively to the driving pinions that when the tipping body is lowered, the racks are raised clear of the ground to an extent greater than the axle clearance of the vehicle. When the body is in the running position a minimum amount of space is wasted between the front end of the body and the rear of the cab and the racks are tucked well up under the chassis out of the way of any obstacles which might be on the road, the racks actually folding up above the lowest point of the back axle.



SHOWING DETAILS OF THE CRAWFORD TIPPING GEAR.

Battery Vehicles in Carnival.—At Buxton Carnival recently the first prize was taken by an electric lorry belonging to the D.P. Battery Co., of Bakewell, and was constructed as the steam yacht "Kathanode"—since it was driven by Kathanode batteries. It was headed by the Kathanode Jazz Band—35 strong. Another electric vehicle belonging to the Buxton Corporation also took part in this procession.

Garner Repeat Orders.—Garner Motors, Tyseley, Birmingham, are doing very well with repeat orders lately. His Majesty's Office of Works have ordered two 50-cwt. overtypes; Finsbury Borough Council, tipping lorries. Two overtypes have been delivered to Messrs. Brown & Son, of Chelmsford, and F. & H. F. Higgs, Builders. Carter, Paterson's also have placed repeat orders, so have the Metropolitan Borough of Stepney.

Collection of Refuse in London.

THE Minister of Transport makes the following announcement:—

In February, 1927, the Minister, on the advice of the London and Home Counties Traffic Advisory Committee, made the London Traffic (Collection of Refuse) Regulations, 1927, restricting collection of refuse in certain of the more important traffic streets in London, which were divided into two categories:—

(i) Those in which refuse may not be collected between the hours of 9 a.m. and 7 p.m., and

(ii) Those in which refuse may not be collected between the hours of 10 a.m. and 7 p.m.

The working of these Regulations has been reviewed by the Committee in the light of the experience gained and after considering their advice the Minister proposes to make fresh Regulations under Section 10 of, and the Third Schedule to, the London Traffic Act, 1924, which would provide for the continuance of the restriction on the collection of refuse in the existing list of thoroughfares and an extension of such restriction to a number of additional streets in the central area, as well as to certain streets in outer London where traffic congestion is tending to increase.

The Regulations are intended to apply to the collection of trade refuse collected in vehicles by private agencies as well as to house refuse collected by vehicles belonging to Municipal authorities, but not to any vehicle used solely for collecting street refuse arising from the cleansing of any scheduled street.

Any person acting in contravention of the provisions of the Regulations will be liable to a penalty not exceeding 40 shillings.

Copies of the draft Regulations are obtainable from H.M. Stationery Office, Adastral House, Kingsway, W.C.2, either directly or through any bookseller at a cost of 3d. a copy.

Any person who desires to make representations in regard to the draft Regulations should make them in writing to the Secretary, Ministry of Transport, 7, Whitehall Gardens, London, S.W.1, not later than the 4th September, 1930.

Master Carriers' Association of Victoria, Australia.

THE twenty-eighth annual meeting of the Master Carriers' Association of Victoria, was held at the Association Offices, Commerce House, on June 26th last. The annual report showed that there were 154 members. Reference was made in the report to the new log of the Carters' and Drivers' Union now before the Federal Arbitration Court; the completion of the long overdue Spencer Street Bridge; and a large number of matters affecting the carrying trade which had been taken up with Federal and State Government Departments, Harbor Trust, the City Council, Suburban Councils and other public bodies, with generally satisfactory results. It was reported that the next Federal Conference would be held at Adelaide in May next. The Executive Committee for 1930/31 was elected as follows:—Messrs. L. Arthur, J. Caddy, E. W. Coulson, W. Creaton, J. Johnson, H. M. Kidgell, M. C. Peppard, F. J. Skinner, M. Smith, T. J. Smith, J. Sullivan Senr., G. W. Vaughan, H. W. Wansley and P. A. Wallbridge.

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County Court Judgments.

The following returns from the Registry of County Courts' Judgments, Whitehall, have been received relating to judgments entered up in the respective County Courts of England and Wales. Publication does not imply inability to pay. Many judgments may have been settled between the parties or paid. Judgments settled otherwise than through the Court may appear unless "satisfaction" is entered up within twenty-one days from judgment or allocatur. Registered judgments are not necessarily for debts. They may be for damages or otherwise, they may relate to actions *bona fide* contested between the parties, or they may be against defendants, liable in a representative capacity, and not personally; but no distinction is made on the register. Judgments are not returned to registry if satisfied in Court books within twenty-one days.

Arthur Jagger, 28, Nunroyd, Heckmondwike, Yorks., haulage contractor. £33/8/8. May 21st.

Hy. Moreman, 82, Greasbro' Road, Rotherham, Yorks., haulage contractor. £46/8/9. May 13th.

Hy. Craven Rhodes, 89, Main Street, East Ardsley, Wakefield, Yorks., haulage contractor. £73/18/5. May 13th.

Walter Housden, Thaxted Road, Saffron Walden, Essex, haulage contractor. £40/19/8. May 9th.

H. Olander, 90, Church Street, West Ham, London, E. (trading as H. Olander & Son), haulage contractor. £103/17/9. May 19th.

George E. Hardwell & Sons, Ltd., Templegate, Bristol, haulage contractors. £63/10/9. May 15th.

Harry Geo. Brenchley, Stone Stile Farm, Selling, Nr. Faversham, Kent, carrier. £35/13/8. May 12th.

Wm. Chambers, 20, Chester Street, Blackburn, char-a-banc proprietor. £28/0/10. May 26th.

John Durham, Rock Villas, Argoed, Mon., haulage contractor. £121/18/6. May 15th.

Edwd. Thos. Kendrick, 59, Mill Bank, Wellington, Salop, haulier. £73/18/7. May 31st.

Wm. Chas. Horth, Victoria Road, Oulton Broad, Suffolk, haulage contractor. £41/14/4. May 30th.

Harold Smith, 59, Edward Road, Balsall Heath, Warwickshire, haulier. £26/18/10. May 8th.

T. Ward, 41, Franche Road, Kidderminster, Worcs., haulier. £25/10/8. May 27th.

H. Coates, 6, Castle View, Slack Lane, Crofton, Wakefield, Yorks., haulage contractor. £44/13/1. May 29th.

Commercial Road Haulage, Ltd., Commercial Road, Hull, hauliers. £50/15/5. May 27th.

Geo. Wm. Harrison, 32, Scott Street, Hull, carting agent. £26/15/1. May 29th.

Thos. Harries Thomas and Mrs. Thomas, Station House, Pencader, Carmarthenshire, haulage contractor. £63/15/6. May 30th.

Robert Gray and Margaret Gray, 4, Barnfield Road, Spennymoor, Durham, haulage contractor. £34/13/3. May 28th.

B. C. Hall, Poulner Ringwood, Hants., haulier. £26/2/0. May 29th.

H. P. Toms & Sons, 112, Somerset Road, Cheriton, Folkestone, Kent, removal contractors. £27/6/11. May 27th.

Thos. Wilson, Cavendish Road, Leicester, carter. £42/15/3. May 21st.

Lilian Bullen, 8, Pultenay Street, Barnsbury, London, N., haulage contractor. £38/3/6. May 14th.

J. G. Bolton, Middleton Stoney, Bicester, Oxford, haulage contractor. £26/17/10. June 4th.

David Colclough, Glebe Mill Farm, Stoke, Staffs., haulage contractor. £41/13/9. May 22nd.

Reuben Wm. Woodall, 13, Level Street, Brierley Hill, Staffs, haulage contractor. £31/17/10. May 30th.

J. Dodsworth, Clement Street, St. Pauls, Bristol, haulier. £28/6/6. June 5th.

Mrs. Alice Daisy Carpenter, 40, Silver Street, Edmonton, Middlesex, char-a-banc proprietor. £26/19/3. May 26th.

John Jolin, 480, Rathgar Road, Loughborough Junction, Surrey, haulage contractor. £104/7/2. May 16th.

E. North, The Wrythe, Carshalton, Surrey, haulage contractor. £26/5/3. June 11th.

Wm. Connolly, The Airedale Transport Co., Cononley via Keighley, Yorks., haulage contractor. £67/14/9. June 13th.

J. Rowbottom, 72, Church Road, Tranmere, Ches., haulage contractor. £32/0/6. June 5th.

G. Eassom, 15, Daisy Road, South Woodford, Essex, cartage contractor. £32/10/1. June 20th.

E. C. Plumstead, 29, Wickham Road, Colchester, Essex, motor coach proprietor. £28/8/4. June 6th.

The Gazette.

Dissolutions of Partnership.

Albert Edward Russell and Ernest Anthony Lloyd-Davies trading as the Auto Transit Company, 8, Mansard Close, Wolverhampton, motor transport. 30th June, 1930. All debts by Ernest Anthony Lloyd-Davies who will continue.

James Tinsley and Thomas Octavius Green, trading as Green & Tinsley, 26a, Gill Street, Liverpool, haulage contractors. 30th April, 1930. All debts by Thomas Octavius Green.

George Summerfield and Henry John Bass trading as Summerfield & Bass, motor haulage contractors and motor engineers, 491, Silwood Street, Rotherhithe, New Road, S.E.16. 1st April, 1930. All debts by George Summerfield.

The Bankruptcy Acts, 1914 and 1926
Bankruptcy Proceedings.

William Connolly, Aireside, Cononley, near Keighley, Yorkshire, haulage contractor. Receiving order July 1st.

William Edward Pitron, "The Cedars," Mill Lane, Chadwell Heath, Essex, motor haulage contractor. Receiving order and order of adjudication July 1st.

Charles Richard Makin, 15, Hollislane, Chesterfield, Derbyshire, haulage contractor. Receiving order and order of adjudication July 2nd. Public examination, September 19th, at Chesterfield.

James Elton, Sparrows Croft, Luppitt, near Honiton, Devon., motor haulier. Receiving order and order of adjudication, June 30th.

Jack Hardcastle, Grange Works, Yeadon, Yorks., haulage contractor, etc. Receiving order and order of adjudication July 1st.

Francis James Cole, Norwich Road, Bawburgh, Norfolk, haulage contractor, etc. Receiving order and order of adjudication, July 3rd. Public examination, September 16th, at Norwich.

George Henery Brown, 71, East Lane, Wembley, Middlesex, haulage contractor. Receiving order, July 15th. Order of adjudication, July 26th.

Notices of Intended Dividend.

David Fulford, 100, Brackley Street, Farnworth, Lancaster, haulage contractor. No. 10 of 1930. Claims to John Davis Turner, Byrom Street, Manchester, Official Receiver.

Walter Ernest Parker, trading as The Kepwick Haulage Co., "Riversdale," Rowlands Gill, Durham. No. 11 of 1930. Haulage contractor. Claims to Robert Elliott Smith, 2, Saville Place, Newcastle-on-Tyne.

William Reid, Lion Yard, Matilda Street, Caledonian Road, London, N.1., cartage contractor. No. 1198 of 1927. Claims to O. G. Sunderland, 15, Eastcheap, London, E.C.3.

Fred Pollard, Highbury Mount, Headingly, Leeds, motor haulage contractor, etc. No. 69 of 1929. Claims to Harry Clifford Bowling, 24, Lower Bond Street, Leeds. Official Receiver.

Reginald Ernest Tucker, 11, Craithie Road, Doncaster, Yorks., lately 40, Princes Street, Doncaster, Yorks., haulage contractor. No. 132 of 1929. Claims to Leonard Johnson Clegg, 14, Fig-tree Lane, Sheffield. Official Receiver.

Henry Thistleton, 138, Lee Street, Kingston-upon-Hull, lately Camerton, Burstwick, East Riding, Yorks., haulage contractor. No. 72 of 1929. Claims to Joseph Edward Danthorpe Stickney, 37, Scale Lane, Hull. Official Receiver.

Notices of Dividends.

John Ebenezer Davies, Coopers Well, Pantyffynon, Carmarthen, haulage contractor, etc. No. 20 of 1928. Supplemental of 2¾d. in the £. Payable 4, Queen Street, Carmarthen.

Frederick John Goodenough, trading as F. & A. Goodenough, 67, Parchment Street, Winchester, Hants., haulage contractor, etc. No. 4 of 1929. First and final of 1s. 11¾d. in the £. Payable 44, Above Bar, Southampton.

Walter Henry Pratley, Hill Crest, Westfield, Wyke, near Bradford, lately 60, New Road, Halifax, haulage contractor. No. 17 of 1929. First of 1s. 4½d. in the £. Payable Official Receiver's office, 12, Duke Street, Bradford.

George William Hayes, Cheam House, Park Lane, Macclesfield, Cheshire, haulage contractor. No. 6 of 1929. First and final of 2s. 9d. in the £. Payable at the Official Receiver's office, 12, Lonsdale Street, Stoke-upon-Trent.

Applications for Discharge.

John Walsgrove and William Walsgrove, trading as J. & W. Walsgrove, at High Street, West Bromwich, motor hauliers. October 7th, at West Bromwich.

Edith Emily Taylor and Henry Benjamin Taylor, trading with Henry Taylor as H. B. Taylor (a firm), Laugherne Villa, Martley, Worcestershire, haulage contractors. October 16th, at Worcester.

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New Companies.

Private Coaches, Ltd. (248,497). — Private company. Registered May 31st. Capital £2,000 in £1 shares. Objects: To carry on the business of proprietors and letters on hire of motor coaches, omnibuses, cars, cabs, chars-a-banc, etc. The provisional directors are: P. J. Card, W. H. Coleman. Secretary: W. H. Coleman.

F. Fravigar, Ltd. (248,517).—Private company. Registered June 2nd. Capital £300 in £1 shares. Objects: To carry on the business of hauliers, haulage and removal contractors, carriers, warehousemen, manufacturers of and dealers in ice and salt, and ice and salt manufacturing machinery, etc. The life directors are: F. Fravigar, F. Pountney (chairman). Registered office: Burgh Road, Skegness.

Majestic Saloon Coach Services (Manchester), Ltd. (248,528). — Private company. Registered June 2nd. Capital £500 in £1 shares. Objects: To acquire the business of transport and passenger agents, char-a-banc proprietors and booking agents now carried on by Majestic Saloon Coach Services at Imperial Buildings, Oxford Road, Manchester. W. Measures is to be one of the first directors.

Brown Motor Coaches, Ltd. (248,632).—Private company. Registered June 6th. Capital £2,000 in £1 shares. Objects: To carry on the business of plying for hire or letting out on hire any omnibus, char-a-banc, cab or other vehicle of transport, and that of coachsmiths, wheelwrights, van and body builders, general and motor engineers, garage proprietors, etc. The first directors (to number not less than 2 nor more than 5) are: A. W. Brittain (chairman), C. S. Crampton, W. W. Wheeler-Wilson. Secretary: D. Webster. Registered office: 131 Baker Street, W.1.

Don Motor Coach Company, Ltd. (248,611).—Private company. Registered June 6th. Capital £500 in £1 shares. Objects: To acquire the business of a motor coach proprietor heretofore carried on by F. Marshall at The Netley Road Garages, Southsea. The directors are: F. Marshall (permanent governing director), Mrs. Annie E. Marshall.

Stevenson Transport, Ltd. (248,679).—Private company. Registered June 11th. Capital £5,000 in £1 shares. Objects: To carry on business as road transport and motor haulage contractors to facilitate the transport of goods and persons by motor wagons, lorries, carts, aerial conveyances; to act as agents, etc. The first directors (to number not less than 2 nor more than 7) are: P. Stevenson, H. W. Humphries, L. J. Rix. Registered office: 30 Sefton Road, Litherland, Liverpool.

W. H. W. Transport Services, Ltd. (248,684).—Private company. Registered June 11th. Capital £1,000 in £1 shares. Objects: To acquire the business carried on by W. H. Watford at 6 Brunswick Street, Well Street, Hackney, and elsewhere and to carry on the business of haulage, cartage and storage contractors, wharfingers, forwarding agents, proprietors, hirers and letters to hire of motor and other lorries, traction engines, tractors, etc. The first directors (to number not less than 2 nor more than 5) are: J. D. Grover, W. H. Watford (both permanent). Registered office: 372 Hackney Road, Bethnal Green.

Priestley & Blair, Ltd. (248,715).—Private company. Registered June 13th. Capital £1,200 in £1 shares. Objects: To acquire the business of motor carriers and haulage contractors now carried on by Joseph Priestley and James Priestley as "Joseph Priestley," at 886 Ashton New Road, Clayton, Manchester. The directors are: Joseph Priestley, James Priestley, C. H. Blair. Secretary: C. H. Blair. Registered office: Cotton Street, Allum Street, Ancoats, Manchester.

Blue and White Coaches, Ltd. (248,727). — Private company. Registered June 13th. Capital £5,000 in £1 shares. Objects: To carry on the business of garage proprietors, taxicab, omnibus, motor coach, char-a-banc, and other public or private conveyance proprietors, etc. The directors are: G. Readings (permanent), Mrs. D. Readings, A. E. King. Secretary: A. E. King. Registered office: Bridgeway House, Hammersmith Bridge Road, W.6.

Daniels Road Haulage, Ltd. (248,732).—Private company. Registered June 13th. Capital £100 in £1 shares. Objects: To carry on the business of forwarding agents, railway and shipping agents, general carriers, etc. The permanent directors are: H. Daniels, D. Daniels. Secretary: L. F. Gould.

Riverside Road Haulage, Ltd. (248,822).—Private company. Registered June 17th. Capital £200 in £1 shares. Objects: To carry on the business of haulage contractors, etc. The directors are: H. C. Machon, W. E. Waring, S. G. Oxley. Registered office: Commercial Chambers, Commercial Road, Hull.

Varsity Coaches, Limited. (248,949).—Private company. Registered June 21st. Capital £3,250 in £1 shares. Objects: To carry on the business of proprietors of motor and other omnibuses, chars-a-banc and other automobiles, etc. The directors are: H. A. Harvey, A. A. Speak. Secretary: W. Smith, J.P., F.S.A.A., 68 Newmarket Road, Cambridge.

Walker Bros. (Halesowen), Ltd. (248,951).—Private company. Registered June 21st. Capital £500 in £1 shares. Objects: To acquire the business of hauliers, now carried on by J. Walker, W. Walker and D. Walker at Furnace Coppice, Halesowen, Worcs., as "Walker Bros." The directors are: W. Walker, W. H. Spendlove.

Associated Coaches (Ongar), Ltd. (248,955).—Private company. Registered June 23rd. Capital £1,000 in £1 shares. Objects: To carry on the business of motor coach, motor cab, car, omnibus and van proprietors, motor garage proprietors, etc. The directors are: E. A. Curtis, R. G. Thomson. Secretary: May Curtis. Registered office: The Station Garage, High Street, Ongar, Essex.

The National Haulage Owners' Association, Ltd.—The National Haulage Owners' Association, Ltd., was registered as a "public" company on June 25th, with a nominal capital of £2,000 in 10/- shares. The objects are to carry on the business of agents for the sale and manufacturers and builders of motors, motor bodies, motor cars, taxi-cabs, motor vehicles, motor cycles, aeroplanes, airships, electrical equipment, railway or other wagons, carts or carriages, etc. The directors are: J. Wild, E. Challinor, R. Haworth, W. H. Broadbent, A. Johnson. The registered office is at Prudential Chambers, South Parade, Rochdale. The file number is 249,021.

F. W. Bullen & Sons (Holloway), Ltd. (249,080). — Private company. Registered June 27th. Capital £1,000 in £1 shares. Objects: To carry on the business of haulage, transport and removal contractors, job masters, motor coach, omnibus and motor car proprietors, etc. The directors are: A. E. Bullen, Doris E. Bullen. Registered office: 46 Cottenham Road, Holloway, N.19.

James Buller, Ltd. (249,086).—Private company. Registered June 27th. Capital £2,000 in £1 shares. Objects: To acquire the business of a motor haulage contractor and general carrier carried on by W. A. Hawes at The Garage, Grecian Street, Lower Broughton, Manchester, as "Buller's Road Service." The permanent directors are: W. A. Hawes (chairman and managing director), Mrs. Caroline M. Hawes. Secretary: Mrs. Caroline M. Hawes.

Marler Brothers, Ltd. (249,090). — Private company. Registered June 27th. Capital £450 in £1 shares. Objects: To carry on the business of haulage contractors, transport agents and general carriers, etc. The directors are: H. A. Marler, A. E. Marler, W. Marler. Registered office: 112 Northfield Road, Netherton, Dudley, Worcs.

Whinn's Omnibus Service, Limited. (249,183).—Private company. Registered July 1st. Capital £500 in £1 shares. Objects: To acquire the business of an omnibus proprietor heretofore carried on by Elizabeth Whinn at Sherburn-in-Elmet, Yorks. The directors are: G. Whinn, E. Whinn, W. Stakes. The said G. Whinn shall be permanent managing director so long as he holds 200 shares.

Norman Garage (Autos), Ltd. (249,228). — Private company. Registered July 3rd. Capital £2,000 in £1 shares. Objects: To carry on the business of proprietors of garages, and service stations, carriers, haulage and cartage contractors, etc. The directors are: N. H. Lund, Florence Lund, D. Bates, A.M.Inst.B.E., M.I.M.T. The Said N. H. Lund and D. Bates shall be permanent.

Coal Supply & Haulage Co., Limited. (249,246). — Private company. Registered July 4th. Capital £1,500 in £1 shares. Objects: To acquire the business of a coal merchant and haulier carried on by C. T. Reeks at High Orchard, Gloucester. The first directors are not named. Secretary: W. J. G. Abbott. Registered office: 167 Southgate Street, Gloucester.

Overoads Luxury Travel Coaches (1930), Limited. (249,262).—Private company. Registered July 4th. Capital £1,000 in £1 shares. Objects: To establish and carry on public motor services and to carry on the business of proprietors of motor omnibuses, chars-a-banc, touring carriages, coaches and wagonettes, motor cabs, lorries, mail and parcel vans, etc. The first directors (to number not more than 10) are: A. E. H. Green, Mrs. M. Green.

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A. E. H. Green shall be permanent managing director so long as he holds 250 shares.

Wilberfoss Haulage Company, Ltd. (249,293).—Private company. Registered July 5th. Capital £500 in £1 shares. Objects: To acquire the business of a haulage and transport contractor heretofore carried on by A. V. Hessel at Wilberfoss, York. The directors are: A. V. Hessel, S. Thompson. The said A. V. Hessel shall be permanent managing director so long as he holds 50 shares.

Perkins & Glover, Ltd. (249,321).—Private company. Registered July 7th. Capital £5,000 in £1 shares. Objects: To carry on the business of cartage contractors, horse and motor haulage contractors, stevedores, wharfingers, forwarding agents, barge owners, etc. The directors are: S. J. Glover, Mrs. Nellie M. Glover. Secretary: A. D. Clissold. Registered office: 54 Gravel Lane, S.E.1.

Green Line Coaches, Ltd.—Registered as a "private" company on July 9th, with a nominal capital of £20,000 in £1 shares. The objects are to own, work, manufacture and maintain omnibuses, stage, hackney and other carriages, and to carry on the business of carriers, etc. The first directors are to be appointed by the subscribers. The file number is 249,363.

Allied Hauliers Association, Ltd. (249,408).—Private company. Registered July 11th. Capital £500 in £1 shares. Objects: To carry on business as road transport organisers and contractors, freight agents and carriers, haulage contractors, carriers and forwarding agents; to form associations and groups of and obtain and provide work for hauliers, road transport contractors and carriers, etc. The directors are: F. L. Murray, C. H. Bennett, Elsie M. Bayfield. The two first named are life directors. Secretary: Elsie M. Bayfield. Registered office: 81 Great Tower Street, E.C.3.

Bournemouth Coachways, Limited. (249,503).—Private company. Registered July 15th. Capital £2,500 in £1 shares. Objects: To acquire the business of proprietors of motor coaches and motor vehicles as carried on by M. Angel and R. T. A. Cornwell, at Bournemouth, Hants., as the "Silver Queen Super Safety Coaches." The permanent directors are: M. Angel, R. T. A. Cornwell. Secretary: M. Angel. Registered office: 263 Holdenhurst Road, Bournemouth, Hants.

South Yorkshire Motors, Ltd. (249,541).—Private company. Registered July 16th. Capital £20,000 in £1 shares. Objects: To acquire the business of motor omnibus proprietors carried on by E. P. Bullock and J. R. Bullock at Pontefract. The directors are: E. P. Bullock, J. R. Bullock. E. P. Bullock is permanent managing director subject to holding 1,000 shares.

Hargreaves Motor Bus Company, Ltd. (249,564).—Private company. Registered July 17th. Capital £500 in £1 shares. Objects: To acquire from A. R. Hargreaves a certain motor omnibus and chattels and the benefit of a certain hackney carriage licence for the running of such omnibus, and to carry on the business of garage and motor omnibus and char-a-banc proprietors, haulage contractors, carriers, etc. The first directors (to number not less than 2 nor more than 5) are: A. R. Hargreaves, Miss E. T. Ryles. Registered office: 159 Moorland Road, Burslem, Stoke-on-Trent.

Tankard Motors, Ltd. (249,573).—Private company. Registered July 17th. Capital £1,000 in £1 shares. Objects: To acquire the business of a motor engineer and haulage contractor heretofore carried on by H. Tankard at 44 Chester Road, Tottenham. The directors are: H. Tankard, A.M.I.A.E., Mrs. Constance E. Tankard.

The Hebble Motor Services, Ltd.—The Hebble Motor Services, Ltd., was registered as a "private" company on July 19th, with a nominal capital of £150,000 in £1 shares. The objects are to acquire the business formerly carried on by O. Holdsworth and C. Holdsworth as O. and C. Holdsworth & Hebble Motor Service, and now by the London, Midland and Scottish Railway Company, and the London & North Eastern Railway Company, or some part thereof, and to carry on the business of engineers, manufacturers and proprietors of omnibuses, tramways, railways, light railways, piers, motor cars, steam and motor boats, aeroplanes, airships, vans, wagons, cabs, carriages, cycles and vehicles, garage keepers, carriers of passengers and goods, forwarding agents, etc. The first directors (to number not less than 3 nor more than 8) are: F. M. Rossdale, D. E. Bell, F. J. Chapple, E. V. Mosley, A. Davies and G. F. Thurston. The file number is 249,611.

Craven Haulage Co., Limited. (249,730).—Private company. Registered July 25th. Capital £1,500 in £1 shares. Objects: To carry on the business of coal merchants, carriers, haulage contractors, etc. The directors are: P. Gardner, N. Kemp.

London Traffic Regulations.

The Minister of Transport, after consulting the London and Home Counties Traffic Advisory Committee, has made the London Traffic (Prescribed Routes) Provisional Regulations, 1930, providing for the institution, as from August 11th last, of "one-way" and "roundabout" traffic schemes at the following points:—

"One-way" Schemes. 1. In Church Street and part of Green Street, Sunbury-on-Thames; 2. In parts of White Hart Road and Broom Hill, Orpington; 3. In part of Simpson's Road, Bromley; 4. Along the duplicate carriageway of Gunnersbury Lane, Chiswick.

"Roundabout" Schemes. 1. Around the islands at the junction of Watford Way, Lawrence Street, Goodwyn Avenue, The Broadway, and Daws Lane, Mill Hill; 2. Around the island at the junction of High Street, Rectory Road, Beckenham Road and Croydon Road, Beckenham.

In order to facilitate the movement of traffic in the above areas, traffic direction signs have been erected and "white lines" laid down.

The Minister has also had under consideration the "one-way" traffic working in Dean Street and Wardour Street and at Red Lion Street, Richmond, and after consulting the London and Home Counties Traffic Advisory Committee in the matter, he has made the London Traffic (Prescribed Routes) Amendment Provisional Regulations, 1930, providing for alterations in these two traffic schemes as follows:—

Dean Street and Wardour Street, Westminster. As from August 11th last, the "one-way' traffic working in these streets will be in force between 7 a.m. and 7 p.m. only, instead of throughout the 24 hours as at present. During the remainder of the day, "two-way" working will operate.

Red Lion Street, Richmond. The existing arrangement under which Red Lion Street is used as a "one-way" street for west-bound traffic at week-ends and public holidays is to be abolished, but commencing at 12 noon on 16th August, 1930, traffic will be prohibited on these days from making a right-hand turn from Hill Street into Red Lion Street.

NOTICES

The World's Carriers is published monthly, on the 15th of each month. Annual Subscription, including World's Carriers Year Book and Diary, £1 1s., post free.

Advertisement tariff sent on request.

The Editor, while promising to give prompt consideration to any articles, notes, drawings, or photographs submitted, disclaims all liability in connection with contributions sent in voluntarily. If a properly addressed and stamped envelope is forwarded, every effort will be made to return rejected contributions.

Books, pamphlets, prospectuses, and newspapers (the latter having any special item conspicuously marked) should be addressed to the Editor.

All remittances should be made payable to "The Carriers Publishing Company, Ltd.," Bangor House, 68 & 69 Shoe Lane, London, E.C.4, and crossed "Midland Bank, Ltd."

Telegrams: KARRIWORL, LUD, LONDON. **Telephone: CENTRAL 6068 (2 lines).**

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Information and advice can be obtained relating to Road Transport matters and concerning Motor Vehicles, such as Buses, Lorries, Steam Wagons, Delivery Vans and Tractors.

"THE WORLD'S CARRIERS."

Information Bureau Coupon.

AUGUST, 1930.

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The
World's Carriers
AND
Carrying Trades' Review
A MONTHLY RECORD OF THE CARRYING TRADES OF THE WORLD.

VOL. XXVI.—No. 312. SEPTEMBER 15, 1930. [ANNUAL SUBSCRIPTION, £1 1s. (INCLUDING YEAR BOOK AND DIARY).

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International Road Congress, Washington.

The Permanent International Association of Road Congresses is to hold its Sixth Congress at Washington, D.C., U.S.A., October 6th to 11th, on the invitation of the United States Government. The American Organising Committee has been appointed by President Hoover. Previous Congresses have been held in Paris 1908, Brussels 1910, London 1913, Seville 1923, Milan and Rome 1926. There existed at the beginning of the century two other International Congress Organisations connected with transport—one for railways and one for navigation. The French people considered that a Congress of roads was necessary to make the International study of transport complete, so at the end of 1907 on the proposal of M. Barthou, Minister of Public Works, the French Government took the initiative in organising the First International Road Congress to study "The improvement of roads in view of their use by new forms of locomotion." The burden of the organisation fell upon an officer in the Ministry of Public Works, M. Albert Mahieu, one of the Inspector-Generals of the Department of Bridges and Roads. After holding the secretaryship for a number of years he became President of the Congress and a member of the French Senate. He is still President of the Association and takes an active interest in its work, but the secretaryship is now held by Inspector-General M. Paul Le Gavrian, whose energy and unfailing tact has contributed to the growth and success of the Congress. The Congress was a success from its inception and its meetings are without doubt the most important in the road transport world. The Congress has educated and stimulated many individuals, many authorities and many governments in the importance of the motor vehicle and the changes it is effecting in the means of transport. Though the Latins were the first to realise the magnitude of the revolution it is the United States which have made the greater progress, they having left the rest of the world behind in the energy with which they have adopted the motor vehicle and constructed roads, bridges and parkways to support it. A most important condition of affairs holds in the United States which is lamentably lacking in this country, namely, the whole-hearted co-operation between the roadmaker and the road user. In the United States there is no sentimental concern for the welfare of the railways such as exists in this country but notwithstanding this the American railways, though at first nervous of the rapid development of road transport, have now begun to find that they are reaping direct benefit owing to the industrial development of districts due to road transport facilities. The United States are now spending annually on road construction and maintenance approximately £300,000,000, therefore it is small wonder that the government of the International Road Congress decided on the United States as most suitable to hold their Congress meeting. The American Organising Committee announces that more than 60 Governments are expected to take part in the Congress, which means that practically all civilised Governments will be represented. Great Britain is sending upwards of 40 official delegates including those representing its Dominions and Colonies. It is interesting to note that the head of the American Organising Commission, Mr. Roy D. Chapin, is a motor manufacturer, being Chairman of the Hudson Motor Company since January, 1923, and several other members of the Committee are also leaders in the American motor industry, whilst, as far as our own representatives are concerned, the motor industry is scarcely represented at all even though British manufacturers must be fully aware that the market for their goods depends mainly upon road development in our Dominions and Colonies. The subjects to be discussed at the forthcoming Congress are (1) (a) Results obtained by use of cement in road construction. (b) Results obtained by the use of bricks or other artificial

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paving. (2) The most recent methods adopted for the use of tar, bitumen and asphalt in road construction. (3) The construction of roads in new countries such as Colonies and undeveloped regions. (4) Ways and means of financing highways. (5) Highway transport: correlation and co-ordination with other methods of transport. (6) (a) Traffic regulations in large cities and their suburbs; traffic signals; design and layout of roads and adaption of traffic requirements in built up areas. (b) Parking and garaging of road vehicles. Our Technical Editor is attending the Congress and his report will appear in these pages in due course.

Comment on Current Topics.

Road Traffic Act.

In this issue we give a full abstract of the Road Traffic Act and we believe our readers will find this of very great value to them in obtaining a clear and concise understanding of the provisions of this very important piece of legislation. As is already known, the Minister of Transport has the power to decide when different sections of the Act shall come into operation and it is understood that Part I. of the Act will be put in force on November 1st next, with the exception of the new speed limits, which it is proposed shall operate from January 1st, 1931. In this issue also we have a valuable contribution, specially written by Mr. R. P. Bailey, who is well known through his position as Secretary of the National Road Transport Employers' Federation, the London Cartage & Haulage Contractors' Association, and other important associations connected with the transport industry. He deals specifically with Clause 19 of the Act, which is undoubtedly of vital importance to all connected with the goods side of road transport as well as those engaged in passenger transport for long distances. The difficulties with which the road transport contractor will have to contend under this clause are so clearly set out in the article that we do not propose to spend time elaborating the position still further, but we draw the attention of all our readers to this article, asking them to give it their very earnest consideration so that they may know exactly how it will affect their business and what reorganisation will be necessary to bring them into line with the requirements of the Act in good time before the date on which the provisions come into operation.

Rail Traffic for Roads.

The announcement made by the railway companies that a considerable number of branch lines will be closed to passenger traffic at the end of the present summer season shows how far we have got in the direction of co-ordination of road and rail services and the result of this new development will be watched with very great interest by all those who have followed the fight for traffic between rail and road and who have known for a long time past that a great many of these branch lines have been worked at a loss by the railway companies. It may be considered a hardship by passengers who have been accustomed to travel on these small country lines, when they find that they are compelled to change over from the railway train to a motor coach to complete their journey, but we believe that when the scheme has got into full working order any feeling of this kind will rapidly disappear.

The British Motor Industry.

A very interesting report on the position of the British Motor Industry was recently issued by the British Manufacturers Section of the Society of Motor Manufacturers & Traders, and the conclusion which must be reached by anyone who has studied this report is that the system of import duties on foreign motor vehicles has been of very great value to the industry in this country and has enabled it to develop in a way which would have been impossible otherwise. The propaganda carried on by the British Manufacturers Section and the advice to "Buy British" which has been constantly kept before the public has undoubtedly had a very big influence in the same direction and it is interesting to see from the figures given that the import of cars, commercial vehicles and chassis for the first seven months of the present year have totalled 8,118, as against 27,579 for the same period last year, the value of the imports being £1,315,340, as compared with £3,302,767, thus showing a decrease of 19,461 vehicles of the value of £1,987,421. Further statistics show that while the total imports of all motor products for the seven months of 1930 were reduced from £6,274,910 to £3,946,072, the exports show a slight increase, the figures being £8,527,959 for last year, as compared with £8,696,005 for the first seven months of this year: in other words the excess of imports for the first seven months of the present year show a total of £4,749,933, as compared with the same period for last year. In a general review of the position it is pointed out that, while the British motor industry has not suffered seriously in the prevailing world-wide trade depression, it must be realised that the future is full of difficulties as the motor industry is dependent for its continued progress upon the general improvement in the standard of living and the stabilisation of prices upon an economic level.

American Railways Economising Through Motor Transport.

IMPRESSIVE savings resulting from the substitution of motor trucks for material trains in handling bridge and building materials for railway constructional work are described in a report presented at the recent convention of the American Railway Bridge and Building Association in Boston. Such substitution brings about direct and indirect benefits to the railways, according to the report of the committee investigating the use of motor trucks for handling bridge and building materials.

The indirect benefits resulting from such substitution are the saving of freight cars for revenue service, it is stated. The Chicago, Milwaukee, St. Paul and Pacific, with 12 trucks in service, saves the use of 50 wagons daily; the Southern Pacific saves one-half of the use of a wagon per day for each motor truck in service; the Elgin, Joliet and Eastern, with one motor truck, saves from one to two wagons per week.

It is difficult to estimate the direct saving, as there are factors entering into the situation about which no details are available. The Southern Pacific estimates that trucks will save 50 per cent. of moving materials with a train motor or push car, and 75 per cent. of the expense of handling with a material train. The Akron, Canton and Youngstown, with one truck, saves $1,200 annually.

The Missouri Pacific shows a saving of 32 man-hours per day per truck as compared with the delivery of the same material with a train motor or push car. This time, computed at 60 cents per hour, makes a daily saving of $19.20. The first truck purchased by the New York, New Haven and Hartford saved enough in two months to pay for the original investment and leave a surplus to pay for petrol and oil. It is estimated that each truck saves $1,000 annually. The 15 trucks in service on the Delaware, Lackawanna and Western save $5,000 per year.

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Road Traffic Act.

Some Observations on Clause 19.

By R. P. Bailey.

Secretary, Road Transport Employers' Federation; London Cartage and Haulage Contractors' Association.

OF the five parts into which the Road Traffic Act is divided Part 1 practically covers the operation of goods transport by road, Part 2 deals with compulsory third party insurance in its relation both to goods and passenger transport, whilst Parts 3, 4 and 5 relate to highways and the regulation of public service vehicles.

It is, therefore with Parts 1 and 2 that the Haulage Contractor is mainly concerned and particularly with those sections dealing with speeds, the limitation of the driving hours and compulsory insurance.

The speeds of the various types of vehicles are fully set out herein but the employer's attention is especially directed to the clause "Aiding and abetting or inciting a driver to exceed the limits," where severe penalties are imposed.

In conjunction with the restriction on speeds, the limitation which is placed upon the driver's hours, particularly the 10 hour rest period, will materially affect and restrict the operations of goods transport by road, for it is specifically laid down in the Act that in every continuous period of twenty-four hours a driver shall have 10 hours rest. This limits the working day to a maximum spread-over of 14 hours, during which the driver cannot be employed upon the vehicle for more than 11 hours.

This clause (19) requires careful consideration, its purpose being to limit the time that a driver may remain on duty.

Three distinct offences are provided for:—

(i) to drive for any continuous period of more than five and a half hours;

(ii) to drive for continuous periods amounting in the aggregate to more than eleven hours in any period of twenty-four hours commencing two hours after midnight;

(iii) to drive for such periods that the driver is not allowed an interval of at least ten hours for rest in every consecutive twenty-four hours.

There is a proviso to (iii) that if the driver is only able to obtain a period of nine hours rest between two consecutive twenty-four hour periods he *must* be allowed twelve hours for rest before commencing the next (third) period.

The following example will show how the clause can be operated:—

A man may be employed driving for two days as follows:—

FIRST DAY.	REST HOURS.	DRIVING HOURS.
Starting at 8 a.m. to 1.30 p.m.		5½
Rests from 1.30 to 2 p.m. ...	½	
Starts again at 2 p.m. and continues to 7.30 p.m. ...		5½

The driver must then take a rest period of ten hours.

SECOND DAY.		
Driver can commence at 5.30 a.m. and drive continuously until 11 a.m. ...		5½
Rest from 11 a.m. to 11.30 ...	½	
Start again at 11.30 and continue until 5 p.m. ...		5½

The rest period of ten hours again intervenes before commencing next day.

The above illustrates more particularly how a driver could be employed on long distance haulage.

The driver engaged on town cartage, however, would rarely, if ever, be employed for a continuous driving period of 5½ hours as his journeys are comparatively short and he is also subjected to stoppages and delays at both loading and unloading points. For the guidance of the employer engaged in town cartage the position could be better explained by dividing the day of 24 hours into two periods—14 hours during which the driver can fulfil his aggregate driving period of eleven hours and 10 hours for the driver to take rest.

It must not be assumed that the driver can be "driving" for the whole of the 14 hours as the Act provides that his maximum driving time shall be 11 hours only, and it further stipulates that "any time spent by the driver on other work in connection with a vehicle or the load carried thereby shall be reckoned as time spent in driving."

The Act does not define what is meant by "other work in connection with the vehicle or the load carried thereby." It is presumably intended to include all time spent on the vehicle including "waiting time" and it must, therefore, be assumed that as long as the driver is "on pay" he is "at work." Meal times would not, of course, count as driving time.

The Clause is somewhat misleading and misunderstandings may arise as to:—

(1). The maximum "employment period" of 14 hours.

(2). The maximum "driving period" of 11 hours, and the question may readily arise as to what is to be done with the remaining 3 hours.

If the driver's "employment" is limited to 11 hours it will follow that he will get 13 hours rest period instead of 10 as required by the Act, but assuming that the driver fulfils his two driving periods of 5½ hours each and takes a full ½ hour period for refreshment, making a total of 11½ hours, it would be no infringement of the Act if, either before or after the driving period, the driver was employed for 2½ hours on some other occupation "not in connection with a vehicle or its load"; or further, providing that the driver is not driving in any one continuous period for more than 5½ hours or in the aggregate more than 11 hours, his driving period can be spread over the 14 hours by allowing him one or more intermediate periods for refreshment amounting in all to 3 hours.

The following will serve to illustrate the two points:—

(1)	Driving for	5½ hours.
	Meal time	½ hour.
	Driving time	5½ hours.
	Other occupation ...	2½ hours. (either before or after the driving period.)
(2)	Driving for	4 hours.
	Meal time	1½ hours.
	Driving for	4 hours.
	Meal time	1½ hours.
	Driving	3 hours.

The maximum driving time in each case being 11 hours.

There is a providing clause which permits of joint application being made by properly constituted organisations representative of employers and work people for a variation of the periods of time prescribed in the clause. The machinery for getting any alteration is somewhat cumbersome. It is first required that the respective organisations must be certified by the Minister of Labour as being the proper bodies. Secondly, a case must be made out to the Industrial Court and if approved, the Minister of Transport is so advised and then if he is of the opinion that the variation is not likely to be detrimental to the public safety he may issue an order.

ON PAGES 580 TO 585 READERS WILL FIND A FULL SUMMARY OF THE ROAD TRAFFIC ACT.—EDITOR.

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Road Traffic Act, 1930.

For the convenience of our readers we have summarised below the main provisions of the Road Traffic Act, 1930, affecting the transporting by road of passengers and goods.

We have not set out the penalties that may be imposed upon those who infringe the various regulations but in some cases these penalties are severe, particularly those inflicted for dangerous or careless driving.

The various provisions of the Act will not come into operation until the Minister of Transport has fixed the appointed days. A number of regulations have to be made and machinery set up before the Act can be brought fully into operation.

The Minister has, however, mentioned dates upon which he hopes the various provisions will become operative, and these dates we print at the commencement of our summary of the parts of the Act with which we have dealt.

The Minister of Transport has pointed out that it might be necessary to postpone the operation of individual sections of the Act.

As and when the various Regulations are made under the Act by the Minister of Transport they will be published in our columns.

Part I. of the Act.

Regulation of Motor Vehicles.

Probable operative dates:—New speed limits, 1st January, 1931; remainder of Part I. 1st November, 1930.

Part I. of the Act applies to motor vehicles and trailers.

Classification of Motor Vehicles:

(a) Heavy locomotives; i.e., mechanically propelled vehicles, not constructed themselves to carry any load (other than equipment for the purpose of propulsion, tools, etc.), and the weight of which unladen exceeds 11½ tons.

(b) Light locomotives; i.e., not constructed to carry any load, except as above, and the weight of which unladen does not exceed 11½ tons but does exceed 7¼ tons.

(c) Motor tractors; i.e., not constructed to carry a load except as above, and the weight of which unladen does not exceed 7¼ tons.

(d) Heavy motor cars; i.e., vehicles constructed to carry a load or passengers, the weight of which unladen exceeds 2½ tons.

(e) Motor cars; i.e., vehicles constructed to carry a load or passengers and the weight of which unladen:—

(i) In the case of vehicles which are:—

(1) Constructed solely for the carriage of passengers and their effects; and

(2) adapted to carry not more than seven passengers, exclusive of the driver; and

(3) fitted with tyres of the prescribed type, does not exceed 3 tons.

(ii) In any other case, does not exceed 2½ tons.

A motor vehicle so constructed that a trailer may by partial super-imposition be attached to the vehicle in such manner as to cause a substantial part of the weight of the trailer to be borne by the vehicle shall be deemed to be constructed to carry a load.

Where any regulations made after the passing of the Act vary, requirements as to construction or weight of any class or description of vehicles, provision shall be made exempting for not less than five years any vehicle of that class or description registered under the Roads Act, 1920, before the expiration of one year from the making of such regulations.

The Minister may authorise the use of special motor vehicles or trailers constructed for special purposes, tests or trials and of new or improved types of motor vehicles and trailers.

Licensing of Drivers.

The driver of a motor vehicle on a road must hold a licence and the licensing authority, i.e., the council of the County or County Borough in which the applicant for the licence resides, shall on payment of 5/- grant a licence upon the applicant making a declaration that he is not disqualified by reason of age or otherwise for obtaining a licence and as to his physical fitness. A licence shall, except with regard to provisional licences, unless previously revoked, remain in force for twelve months. A driver shall produce his licence on being required to do so by a police constable.

A person may appeal to a court of summary jurisdiction acting for the petty sessional division in which he resides against the refusal of a licensing authority to grant a licence and any order made shall be binding on the licensing authority.

A person under seventeen years of age shall not drive a motor vehicle other than a motor cycle, or an invalid carriage.

A person under twenty-one years of age, shall not drive a heavy locomotive, light locomotive, motor tractor or heavy motor car unless on first applying for a licence after the commencement of the Act he satisfies the licensing authority that he was, during the six months immediately preceding the 1st January, 1930, regularly engaged in driving a motor vehicle of that class.

Speed Limits.

Class of Vehicle.	Maximum Speed—Miles per Hour.
1. *Passenger Vehicles*, that is to say vehicles constructed solely for the carriage of passengers and their effects:—	
(1) If all the wheels are fitted with pneumatic tyres and the vehicle is not drawing a trailer—	
(a) if the vehicle is adapted to carry not more than seven passengers, exclusive of the driver and is not a heavy motor car or an invalid carriage	No limit.
(b) if the vehicle is a heavy motor car or is adapted to carry more than seven passengers, exclusive of the driver	30
(2) In any other case, including invalid carriages	20
2. *Goods Vehicles*, that is to say vehicles constructed or adapted for use for the conveyance of goods or burden of any description:—	
(1) When not drawing a trailer—	
(a) Motor cars, if all the wheels are fitted with pneumatic tyres; and	
(b) Heavy motor cars, constructed or adapted for the conveyance of horses and their attendants and used solely for that purpose, if all the wheels are fitted with pneumatic tyres	30
(c) (i) Motor cars, if all the wheels are not fitted with pneumatic tyres but are fitted with soft or elastic tyres; and (ii) Heavy motor cars, if all the wheels are fitted with pneumatic tyres	20
(d) Heavy motor cars, if all the wheels are not fitted with pneumatic tyres but are fitted with soft or elastic tyres	16
(2) When drawing a trailer—	
(a) if all the wheels both of the drawing vehicle and of the trailer are fitted with pneumatic tyres, or if the trailer is attached to the drawing vehicle by partial superimposition in such manner as to cause a substantial part of the weight to be borne by the vehicle and all the wheels both of the drawing vehicle and of the trailer are fitted with soft or elastic tyres	16
(b) if all the wheels both of the drawing vehicle and of the trailer are not fitted with pneumatic tyres but are fitted with soft or elastic tyres	8
(3) In any other case	5
3. *Locomotives and Motor Tractors*:—	
(1) Heavy locomotives—	
(a) Within any city, town or village	3
(b) Elsewhere	5
(2) Light locomotives—	
(a) When not drawing a trailer or not drawing more than two trailers, if all the wheels both of the locomotive and of any trailer	

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Class of Vehicle.	Maximum Speed—Miles per Hour.
drawn by it are fitted with soft or elastic tyres	8
(b) In any other case	5
(3) Motor tractors—	
(a) When not drawing a trailer, if all the wheels of the tractor are fitted with soft or elastic tyres	16
(b) When drawing a trailer, if all the wheels both of the tractor and of any trailer drawn by it are fitted with soft or elastic tyres	8
(c) In any other case	5

If a person who employs other persons to drive motor vehicles, publishes or issues a time table or schedule, or gives directions under which any journey or part of a journey is to be completed within some specified time and it is not practicable for the journey to be completed in the specified time without an infringement of the speeds laid down by the Act, the publication or issue of such time table or schedule, or the giving of directions may be produced as *prima facie* evidence that the employer, as the case may be, procured or incited the persons employed by him to drive the vehicles to commit an offence.

Requirements as to Employment of Drivers and Attendants.

In the case of heavy locomotives and light locomotives two persons shall be employed in driving or attending the locomotive and if the locomotive is drawing a trailer or trailers one or more persons in addition to the persons employed as aforesaid, shall be employed to attend to the trailer or trailers at the rate of one additional person for each trailer in excess of one.

Where a motor vehicle other than a heavy locomotive or a light locomotive is drawing a trailer or trailers, one person, in addition to the driver of the vehicle, shall be carried either on the vehicle or on a trailer for the purpose of attending to the trailer or trailers.

The number of trailers which may be drawn by a motor vehicle shall not exceed:—

(a) in the case of a heavy locomotive or light locomotive, three;
(b) in the case of a motor tractor, one, if laden, or two, if unladen;
(c) in the case of a motor car or a heavy motor car, one;

or such less number as may be prescribed.

Limitation of Time for which Drivers of Certain Vehicles may remain Continuously on Duty.

It shall not be lawful in the case of:—

(a) any public service vehicle;
(b) any heavy locomotive, light locomotive or motor tractor; or
(c) any motor vehicle constructed to carry goods other than the effects of passengers;

for any person to drive or cause or permit any person employed by him or subject to his orders to drive:—

(i) for any continuous period of more than five hours and one half; or
(ii) for continuous periods amounting in the aggregate to more than eleven hours in any period of twenty-four hours commencing two hours after midnight; or
(iii) so that the driver has not at least ten consecutive hours for rest in any period of twenty-four hours calculated from the commencement of any period of driving.

It shall be a sufficient compliance with the provisions of paragraph (iii) if the driver has at least nine consecutive hours for rest in any such period of twenty-four hours provided that he has an interval of at least twelve consecutive hours for rest in the next following period of twenty-four hours.

For the purposes of this section:—

(a) any two or more periods of time shall be deemed to be a continuous period unless separated by an interval of not less than half-an-hour in which the driver is able to obtain rest and refreshment;
(b) any time spent by a driver on other work in connection with a vehicle or the load carried thereby, including in the case of a public service vehicle any time spent on a vehicle while on a journey in any other capacity than as a passenger shall be reckoned as time spent in driving;
(c) in the case of a vehicle which is being used in the course of operations of agriculture or forestry a person shall not be deemed to be driving the vehicle or to be spending time on work in connection with the vehicle or the load carried thereby so long as the vehicle is elsewhere than on a road.

The Minister may, on the application of a joint industrial council, conciliaton board, or other similar body, or on a joint application by such organisations, representative of employers and workpeople in the industry, as the Minister of Labour may certify to be proper bodies to make such an application, and after referring the matter to the Industrial Court for advice, by order, vary the periods of time prescribed in this section, provided that he is of opinion that such variation is not likely to be detrimental to the public safety.

A person shall not be liable to be convicted under this section if he proves to the court that the contravention was due to unavoidable delay in the completion of any journey arising out of circumstances which he could not reasonably have foreseen.

Power of Highway and Bridge Authorities.

A highway authority and a bridge authority may subject to such conditions as they think fit grant a permit in respect of a trailer drawn by a heavy or light locomotive on the road or bridge or carry weights specified in the permit notwithstanding that when conveying such weights the trailer does not comply with any regulations as to the weight laden of trailers or as to the maximum weight which may be transmitted to the road by trailers.

Power to Prohibit the use of Bridges by Motor Vehicles.

Where a bridge authority are satisfied that the bridge is insufficient either:—

(a) to carry a motor vehicle of which the weight exceeds a certain maximum weight; or
(b) to carry a motor vehicle of which the weight exceeds a certain maximum weight when travelling at more than a certain maximum speed,

the authority may, by notice placed at each end of the bridge, prohibit the use of the bridge, either by a vehicle weighing more than a weight specified in the notice or by a vehicle weighing more than a weight specified in the notice when travelling at more than a speed specified in the notice.

Provided that the weight specified in any such notice shall not be less than five tons and shall not exceed the aggregate of the maximum weights permitted for the time being for a heavy locomotive and the trailers drawn thereby when crossing a bridge.

For the purposes of this section, weight means weight laden, and the weight of a vehicle means, in relation to a vehicle drawing a trailer, the aggregate of the weights of the vehicle and the trailer.

Where a notice has been so placed, any person who causes or permits any motor vehicle, being either a heavy locomotive, light locomotive, motor tractor or heavy motor car to stop on the bridge or to be driven on the bridge while another vehicle of any such class as aforesaid or a tramcar or trolley vehicle is on the bridge shall be guilty of an offence.

Any person aggrieved by any restriction placed on the use of a bridge may appeal to the Minister.

Method of Calculating Weight.

For the purposes of this Part of the Act, the weight unladen of any vehicle shall be taken to be the weight of the vehicle inclusive of the body and all parts (the heavier being taken where alternative bodies or parts are used) which are necessary to or ordinarily used with the vehicle when working on a road, but exclusive of the weight of water, fuel or accumulators used for the purpose of the supply of power for the propulsion of the vehicle, and of loose tools and loose equipment.

Weighing of Motor Vehicles, etc.

It shall be lawful for any person authorised by a highway authority, or for any police constable so authorised on production of his authority, to require the person in charge of any motor vehicle to allow the vehicle or any trailer drawn thereby to be weighed, either laden or unladen and for that purpose to proceed to a weighbridge or other machine for weighing vehicles. It shall not be lawful to require the person in charge of the motor vehicle to unload the vehicle or trailer, or to cause or allow it to be unloaded, for the purpose of being weighed unladen.

If the vehicle is more than one mile from the weighing machine and the weight is found to be correct the highway authority on whose behalf the requirement is made shall pay in respect of loss occasioned, such amount as in default of agreement may be determined by a single arbitrator agreed upon by the parties, or in default of agreement appointed by the Minister.

Where a motor vehicle or trailer is so weighed a certificate shall be given to the person in charge of the vehicle which shall exempt the motor vehicle and the trailer, if any, from being weighed so long as it is during the continuance of the same journey carrying the same load.

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Part II. of the Act.

Third-Party Insurance.

Probable operative date, 1st January, 1931.

Under Part II. of the Act it shall not be lawful for any person to use, or to cause or permit any other person to use, a motor vehicle on a road unless there is in force in relation to the user of the vehicle, a policy of insurance or such a security in respect of third-party risks as complies with this part of the Act.

This section shall not apply to a vehicle owned by a person who has deposited and keeps deposited with the Accountant General of the Supreme Court the sum of £15,000 at any time when the vehicle is being driven by the owner or by a servant of the owner in the course of his employment or is otherwise subject to the control of the owner.

Requirements in respect of Policies.

The policy of insurance must:—

(a) be issued by an authorised insurer.

(b) insure in respect of any liability in respect of the death or bodily injury to any person caused by or arising out of the use of the vehicle on a road.

The provision does not require an owner to cover an employee against death or bodily injury arising out of and in the course of his employment as this liability is covered by other enactments.

A policy shall be of no effect for the purposes of the Act unless and until there is delivered by the insurer to the person by whom the policy is effected a certificate (referred to as a "certificate of insurance") in the prescribed form. The expression "policy of insurance" includes a covering note.

Production of Certificate of Insurance or Certificate of Security.

Provision may be made by regulations for requiring a person applying for a licence to produce evidence:—either

(a) on the date when the licence comes into operation there will be in force the necessary policy of insurance or the necessary security or;

(b) the vehicle is a vehicle to which the section does not apply.

The driver of a motor vehicle shall when requested by a police constable, give his name and address and the name and address of the owner of the vehicle and produce his insurance certificate. If he cannot produce it immediately, he must produce it in person within 5 days at any Police Station he may specify.

Should the driver of a motor vehicle be involved in an accident causing personal injury to another person and the driver does not at the time produce his certificate, he shall as soon as possible and in any case within 24 hours of the accident report the accident at a police station or to a police constable and then produce his certificate. If the certificate is not available for immediate production the driver may produce it in person within five days after the accident at any Police Station he may specify.

The expression "produce his certificate" means produce for examination the relevant certificate of insurance or certificate of security.

Part III. of the Act.

Amendment of Law Relating to Highways.

Probable operative date, 1st November, 1930.

Highway Code.

The Minister shall prepare a highway code comprising directions for the guidance of persons using roads. This code will not be issued until it has been approved by both Houses of Parliament. The code will be issued to the public at a price not exceeding one penny for each copy. Failure to observe any provision of the highway code shall not of itself render a person liable to criminal proceedings but any such failure may in any proceedings whether civil or criminal be relied upon by any party to the proceedings as tending to establish or to negative any liability which is in question in those proceedings.

Provisions with respect to Stretching of Ropes, etc., across Highways.

Any person who places any rope, wire or other apparatus across a road in such a manner as to be likely to cause danger to persons using the road shall, unless he proves that he had taken all necessary means to give adequate warning of the danger, be guilty of an offence.

Provisions as to Extraordinary Traffic.

Where it appears to a highway authority by a certificate of their surveyor that extraordinary expenses have been incurred in repairing a road by reason of the damage caused by excessive weight passing along the road, or other extraordinary traffic thereon, the highway authority may recover from any person by or in consequence of whose order the traffic has been conducted the amount of such expenses as may be proved to the satisfaction of the court to have been incurred by the authority by reason of the damage arising from the extraordinary traffic. Proceedings for the recovery of any such sums shall be commenced within twelve months of the time at which the damage has been done, or where the damage is the consequence of any particular contract extending over a long period, shall be commenced not later than six months after completion of the contract.

This section shall not apply to the administrative county of London.

Part IV. of the Act.

Regulation of Public Service Vehicles.

Probable operative date, 1st November, 1930. Requirement that omnibus and motor coach services cannot be operated except under a road service licence not to become operative before 1st March, 1931, at the earliest.

Classification:

Public Service Vehicles are divided into the following classes:—

(a) Stage carriages; i.e., motor vehicles carrying passengers for hire or reward at separate fares (any or all of which are less than one shilling for a single journey or such greater sum as may be prescribed), stage by stage, and stopping to pick up or set down passengers along the line of route, and any other motor vehicles carrying passengers for hire or reward at separate fares and not being express carriages.

(b) Express carriages; i.e., motor vehicles carrying passengers for hire or reward at separate fares (none of which is less than one shilling for a single journey or such greater sum as may be prescribed) and for a journey or journeys from one or more points specified in advance to one or more common destinations so specified, and not stopping to take up or set down passengers other than those paying the appropriate fares for the journey or journeys in question.

(c) Contract carriages; i.e., motor vehicles carrying passengers for hire or reward under a contract expressed or implied for the use of the vehicle as a whole at or for a fixed or agreed rate or sum.

A motor vehicle adapted to carry less than 8 passengers shall not be deemed to be a stage carriage or an express carriage by reason only that for race meetings, public gatherings and other like special occasions it is used to carry passengers at separate fares.

Where persons are carried in a motor vehicle for any journey in consideration of separate payments made by them, whether to the owner of the vehicle or to any other person, such vehicle shall be deemed to be a vehicle carrying passengers for hire or reward at separate fares, whether the payments are solely in respect of the journey or not.

A vehicle used on a special occasion for conveying a private party shall not be deemed to be a vehicle carrying passengers for hire or reward at separate fares by reason only that the members of the party have made separate payments which cover their conveyance by that vehicle on that occasion.

Constitution of Traffic Areas.

For the purposes of Part IV. of the Act dealing with the regulation of Public Service Vehicles, England and Scotland is divided into the following traffic areas:—England: Northern, Yorkshire, North Western, West Midland, East Midland, Eastern, South Wales, Western, Southern, South Eastern, Metropolitan; — Scotland: Northern, Southern.

For each traffic area, there shall be a body of three commissioners whose duty it will be to issue licences under Part IV. of the Act and shall exercise such other powers and perform such other duties as are conferred or imposed on them by the Act, and subject as aforesaid shall act under the general directions of the Minister.

The Traffic Commissioners shall be appointed by the Minister of Transport. Where the Minister proposes to appoint a person to be traffic commissioner he shall, before making the appointment require such person to declare whether he has any, and if so what, financial interest in any transport undertaking which carries passengers.

One of the commissioners shall be appointed by the

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Minister from a panel of persons nominated by the councils of the counties whose area, or any part of whose area, is situated in the traffic area, another of the commissioners shall be appointed by the Minister from a panel of persons nominated by the councils of the county boroughs and urban districts whose area, or any part of whose area is situated in the traffic area, and the other commissioner shall be such person as the Minister thinks fit to appoint to be chairman of the commissioners.

If a Traffic Commissioner acquires any financial interest in any passenger transport undertaking he shall give notice thereof to the Minister who may, if he thinks fit, declare that the Commissioner has vacated his office.

Procedure of Traffic Commissioners.

The commissioners shall, for the purpose of hearing applications for the grant and backing of road service licences and may for any other purpose hold public sittings in any part of their area as appears to them convenient.

Not less than two commissioners shall be present at the hearing of any application, and if where an application is heard by two commissioners only there is a difference of opinion between them, the matter shall be reheard and determined by all the commissioners.

Public Service Vehicle Licences.

No person shall cause or permit a motor vehicle to be used as a stage carriage, an express carriage or a contract carriage unless he is the holder of a public service vehicle licence to use it as a vehicle of that class.

Provided that:—

(a) a person who is the holder of a licence to use a vehicle as a stage carriage may use it as a contract carriage or, subject to any condition attached to his road service licence, as an express carriage, and a person who is the holder of a licence to use a vehicle as an express carriage may use it as a contract carriage; and

(b) in the case of a service of stage carriages, a vehicle licensed as an express carriage may be used on the service if the commissioners of each of the traffic areas in which the vehicle is to be so used think that it may in any special circumstances, including the character of the service, properly be so used and consent in writing thereto.

Certificates of Fitness of Vehicles.

68.—(1) Subject to the provisions of this section of the Act relating to vehicles in respect of which a licence to ply for hire has been granted before the commencement of the Act, a licence to use a vehicle adapted to carry eight or more passengers as a stage carriage, express carriage or contract carriage shall not be granted unless a certificate (referred to as a certificate of fitness) has been issued by a certifying officer.

A certificate of fitness shall, unless previously revoked or cancelled, continue in force for five years, or, if the certifying officer thinks fit, for such shorter period, not being less than one year, as may be specified in the certificate.

The Minister may at any time revoke a certificate of fitness, and if on the inspection of a public service vehicle it appears to the certifying officer that the vehicle does not comply with the prescribed conditions as to fitness, that officer may revoke the certificate of fitness and any licence granted in respect of that vehicle shall cease to have effect unless or until a new certificate of fitness is obtained.

Where the Minister is satisfied in respect of one vehicle of a particular type that the prescribed conditions as to fitness are fulfilled he may, on payment of the prescribed fee, approve the vehicle as a type vehicle, and where a type vehicle has been so approved and a declaration in the prescribed form has been made by a person authorised by the Minister that any other vehicle conforms with the type vehicle, the certifying officer may after examining such other vehicle, issue a certificate that the vehicle conforms to the type vehicle and such a certificate shall be deemed to be a certificate of fitness.

With a view to spreading the certification of vehicles over a term of years the commissioners may during the first four years after the commencement of the Act grant public service vehicle licences in respect of such vehicles being vehicles in respect of which licences to ply for hire were granted before the commencement of the Act, as they think fit. Notwithstanding that the provisions of subsection 1 of Section 68 of the Act relating to a certificate of fitness have not been complied with and the Minister may by order provide that as and when the subsection becomes applicable to any such vehicle the regulations as to fitness shall be relaxed in relation to that vehicle to such extent as may be specified.

Certifying Officers and Public Service Vehicle Examiners.

With respect to the certification of fitness of Public Service Vehicles the Minister may appoint certifying officers who shall perform such duties in relation to the examination of vehicles, the issue of certificates of fitness and otherwise, as the Minister may require.

The Minister shall appoint as public service vehicle examiners, such persons as he considers necessary for the purpose of the inspection of public service vehicles and for the discharge of such other duties as the Minister considers can conveniently be discharged by persons acting as such examiners.

Any certifying officer or public service vehicle examiner shall on production, if so required, of his authority, be entitled to enter and inspect any public service vehicle and for that purpose may require any public service vehicle to be stopped, and may at any reasonable time enter any premises on which he has reason to believe that a public service vehicle is kept.

The holder of a public service vehicle licence, on the happening to the vehicle in respect of which the licence was granted of any failure or damage of a nature calculated to affect the safety of passengers or users of the road must as soon as may be report the matter to the commissioners for the traffic area in which the failure or damage happened; also he must forthwith give notice to the commissioners for the traffic area in which the licence was issued, on any alteration otherwise than by way of replacement of parts being made in the structure or fixed equipment of the vehicle.

Suspension of Vehicle Licences for Defects.

If on the inspection of a public service vehicle it appears to a certifying officer or public service vehicle examiner that the vehicle is or is likely to become unfit for service until defects have been remedied, he may suspend the public service vehicle licence in respect of the vehicle, but where in the opinion of the officer or examiner the defects can be remedied within forty-eight hours, and are not defects which involve danger to the public; the suspension shall not operate before the expiration of forty-eight hours, nor shall it operate after the experation of that time if the licensee before the expiration of that time furnishes evidence to the satisfaction of the officer or examiner that the defects have been or are in the course of being remedied. Where a licence has been suspended, the suspension may be removed by any certifying officer or public service vehicle examiner and where a public service vehicle examiner for any traffic area refuses to remove the suspension of a public service vehicle licence, the holder of the licence may make an application to the commissioners of that area to have the vehicle inspected by the certifying officer for that area, and where any such application is made, a certifying officer, on the matter being referred to him, shall, if he considers that the prescribed conditions as to fitness are fulfilled in respect of the vehicle, remove the suspension.

Road Service Licences.

The Traffic Commissioners may grant to any person applying therefor a road service licence to provide such a road service as may be specified therein, and a vehicle shall not be used as a stage carriage or an express carriage except under such a licence. For the purpose of this section a vehicle used as a stage carriage, or as an express carriage, shall not be deemed to be so used under a road service licence unless it is so used by the holder of the licence and in accordance with the provisions thereof.

The commissioners shall not grant a road service licence in respect of any route if it appears to them from the particulars furnished, as mentioned below, that the provisions of the Act relating to the speed of motor vehicles are likely to be contravened, and in exercising their discretion to grant or to refuse a road service licence in respect of any routes and their discretion to attach conditions to any such licence shall have regard to the following matters:—

(a) the suitability of the routes on which a service may be provided under the licence;

(b) the extent, if any, to which the needs of the proposed routes or any of them are already adequately served;

(c) the extent to which the proposed service is necessary or desirable in the public interest;

(d) the needs of the area as a whole in relation to traffic (including the provision of adequate, suitable and efficient services, the elimination of unnecessary services and the provision of unremunerative services), and the co-ordination of all

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forms of passenger transport, including transport by rail;

and take into consideration any representations which may be made by persons who are already providing transport facilities along or near to the routes or any part thereof or by any local authority in whose area any of the routes or any part of any of the routes is situate.

Subject to the provisions of this section and to any regulations made by the Minister, the commissioners may attach to a road service licence such conditions as they may think fit with respect to the matters to which they are required to have regard and in particular for securing that:—

(a) the fares shall not be unreasonable;
(b) where desirable in the public interest the fares shall be so fixed as to prevent wasteful competition with alternative forms of transport, if any, along the route or any part thereof, or in proximity thereto;
(c) copies of the time-table and fare-table shall be carried and be available for inspection in vehicles used on the service;
(d) passengers shall not be taken up or shall not be set down except at specified points or shall not be taken up or shall not be set down between specified points;

and generally for securing the safety and convenience of the public.

Every person applying for a road service licence shall submit to the commissioners:—

(a) particulars of the type or types of vehicle to be used; and
(b) in the case of regular services, the time-tables and fare-tables of the services which it is proposed to provide under the licence; and
(c) in any other case, such particulars as to the frequency of the services and the times to be taken on the journeys included in those services as the commissioners may require.

If where an application has been made for a road service licence it is represented to the commissioners by any person interested in or affected by the application that it is necessary or desirable in the public interest that the commissioners should fix the minimum or maximum fares for any service which the applicant proposes to provide under the licence, the commissioners may, subject to the provisions of this section fix such fares and make it a condition of the licence that fares shall not be charged under or in excess of the minimum or maximum.

Validity of Licences in Other Areas and Backing of Licences.

A road service licence granted by the commissioners of any traffic area shall not be valid in any other traffic area through which the route to be followed runs, but a road service licence granted by the commissioners of one traffic area may be backed by the commissioners of another traffic area, and if so backed, shall in the area of the commissioners by whom the licence is backed have effect as if it were a road service licence granted by them.

The commissioners of any traffic area, on backing a road service licence, may as respects their area impose any condition which they might have imposed on granting the licence, or vary any condition attached to the licence by the commissioners by whom the licence was granted, and all the provisions of this part of the Act as to applications for road service licences and the granting, refusal, suspension or revocation of such licences and matters connected therewith shall apply to the backing of road service licences, subject to the modification that references in the said provisions to the commissioners by whom the licence was granted shall be construed as references to the commissioners by whom the licence was backed. Save as aforesaid, any licence issued under this Part of the Act by the commissioners of any traffic area shall be valid in every other traffic area.

Power to Revoke or Suspend Licences for Non-Compliance with Conditions.

A road service licence may be revoked or suspended by the commissioners who granted the licence on the ground that any condition subject to which the licence was granted has not been complied with. The commissioners shall not revoke such a licence unless, owing to the frequency of the breach of conditions on the part of the licensee, or to the breach having been committed wilfully, or to the danger to the public involved in the breach, the commissioners are satisfied that the licence should be revoked or suspended.

Returns to be made by Persons Operating Public Service Vehicles.

It shall be the duty of any person carrying on the business of operating public service vehicles to keep such accounts and records in relation thereto and to make to the Minister such financial and statistical returns, and in such manner and at such times, as the Minister may from time to time require.

It shall be the duty of every person who applies for or holds any road service licence to supply to the commissioners within the prescribed time particulars in the prescribed form:—

(a) of any agreement or arrangement, affecting in any material respect the provision within the area of the commissioners of passenger transport facilities entered into by him with any other person by whom such facilities are provided, whether within or without the area;
(b) of any financial interest (whether as a partner or shareholder or as a result of any loan, guarantee, or other financial transaction) which any other person providing passenger transport facilities or controlling (either wholly or in conjunction with any other person) the business of any person who provides such facilities has in the business of the applicant or holder of the licence, and in the case of the applicant or holder who is a company of any right which any such person as aforesaid has to nominate any director of the company;
(c) of any such interest or right as aforesaid which the applicant or holder has in the business of any other person who provides passenger transport facilities within the area of the commissioners.

Drivers' and Conductors' Licences.

Drivers and conductors of public service vehicles must be licensed. A licence to drive a public service vehicle will not be granted unless the applicant is over 21 years of age; and a conductor must be over the age of 18. These age limits are, however, dispensed with if the applicant shows to the satisfaction of the Traffic Commissioners that for six months immediately preceding January 1st, 1930, he had been regularly employed as a driver or conductor.

A licence to drive a public service vehicle may be limited to such type or types of vehicles as may be specified in the licence.

General Provisions as to Licences.

Application for a public service vehicle licence shall be made to the Commissioners for the traffic area within or from which the vehicle is intended to be ordinarily operated.

An application for a road service licence shall be made to any commissioners within whose area the proposed route or any part thereof is situate.

An application for a licence to act as driver or conductor of a public service vehicle shall be made to the commissioners for the traffic area in which the applicant resides.

Duration of Licences.

A licence, not being a road service licence shall unless previously revoked, continue in force for one year from the date on which it is expressed to take effect.

The Minister may prescribe to the dates in the year on which road service licences shall expire and a road service licence shall, unless previously revoked, continue in force up till and including that one of the prescribed dates which occurs next before the expiration of one year from the date on which the licence is expressed to take effect or by till and including such earlier date, being one of the prescribed dates, as the commissioners may at the time of the granting of the licence for special reasons determine.

A Road Service Licence may contain a condition that the service shall be limited to one or more particular periods or occasions.

Appeals.

Any person who:—

(a) being an applicant for the grant of a public service vehicle licence or road service licence, is aggrieved by the refusal or failure of the commissioners to grant the licence, or with any condition imposed by the commissioners; or
(b) being a local authority which, or a person providing transport facilities who, has opposed the grant of a road service licence, is aggrieved by the grant thereof or by any condition or by any variation of the conditions attached thereto; or

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(c) being the holder of a public service vehicle licence or road service licence, is aggrieved at the revocation or suspension thereof, by the commissioners or by any variation of the conditions attached thereto; or

(d) being the holder of a public service vehicle licence, is aggrieved by the refusal of a certifying officer to remove the suspension thereof; or

(e) being an applicant for or the holder of a certificate of fitness, is aggrieved by the refusal of a certifying officer to issue such a certificate or by the limitation of its duration proposed by the certifying officer or by the revocation of a certificate;

may within the prescribed time and in the prescribed manner appeal to the Minister.

On any such appeal, the Minister shall have power to make such order as he thinks fit (including an order revoking a licence), and any such order shall be binding upon the commissioners or certifying officer.

Such fees as the Minister may prescribe shall be charged by the Commissioners in respect of the grant or backing of licences and in respect of the issue of certificates of fitness.

WAGES AND CONDITIONS OF EMPLOYMENT.

The wages paid by the holder of any road service licence to persons employed by him in connection with the operation of a public service vehicle and the conditions of their employment shall not be less favourable to them than the wages which would be payable and the conditions which would have to be observed under a contract which complied with the requirement of any resolution of the House of Commons for the time being in force applicable to contracts with Government departments.

SPECIAL PROVISIONS WITH RESPECT TO THE CITY OF LONDON AND THE METROPOLITAN POLICE DISTRICT.

For the Metropolitan Traffic area there shall be one traffic commissioner only.

The area consisting of the City of London and the Metropolitan Police District is referred to in the Act as "the special area." The Metropolitan Public Carriage Act, 1869, sections 8 and 14 of the Metropolitan Streets Act, 1867, the London Cab and Stage Carriage Act, 1907, and section 6 of the London Traffic Act, 1924, shall not apply to any public service vehicle, or to the driver or conductor thereof, unless the vehicle plies for hire as a stage carriage by short stages within the special area in maintaining a regular service on an approved route within the meaning of section 6 of the London Traffic Act, 1924.

For the purposes of this section a vehicle shall be deemed to ply for hire by short stages within the special area if its route, so far as it lies within that area, is divided into stages, and if from any point on its route within the area a passenger may travel for a fare not exceeding twopence to the next point at which a stage ends.

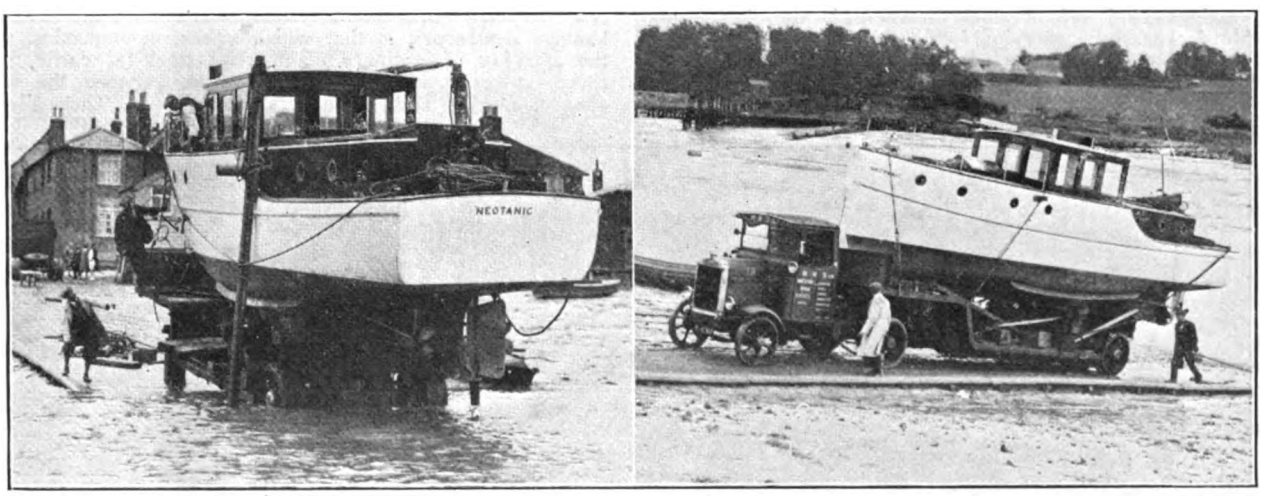
Where a public service vehicle is licensed under section 6 of the Act of 1869, there shall be deemed to have been attached to the licence a condition that the vehicle shall not, without the consent of the licensing authority, be used within the special area otherwise than in plying for hire in the manner specified above and that, while being so used, it shall ply for hire throughout its route, so far as that route lies within the special area.

A road service licence shall not be required in respect of the use within the special area of a public service vehicle plying for hire by short stages within that area in accordance with the terms of a licence granted under section 6 of the Act of 1869.

Submerging a Scammell.

A transport contract of a unique character has just been carried through by Messrs. M.R.S., Ltd. (formerly Marstons Road Services, Ltd.).

The job consisted of transporting a 35 ft. cabin cruiser, built by Messrs. Husk & Sons, of Wivenhoe, near Colchester, from the River Colne, on which the shipyard is situated, to their customer, Mr. H. N. Fisher, of Wolverhampton, on the river Severn. Mr. Stockdale, of Messrs. M.R.S., Ltd., personally supervised the operations, and mentioned in conversation that the railway company had refused to undertake the job. The load was conveyed on a Scammell eight wheeler used by Messrs. M.R.S., Ltd., for transporting boilers and other heavy goods, and proved admirable for the purpose.



LEFT: MR. STOCKDALE (ON FERRY HARD) DIRECTING OPERATIONS; IN THE BACKGROUND CAN BE SEEN THE POWER UNIT. RIGHT: THE LORRY STARTING ON ITS JOURNEY.

No cranes were available for lifting the load so the following method was adopted. Taking advantage of the existence of a hard roadway down to the river bed, used for ferry purposes, and the enormous rise and fall of the tide, the lorry was backed down to a point at which it would be completely submerged at high water, at this point the carriage was jacked up, brakes firmly applied, the back wheels adequately blocked, and the power unit removed to above high water mark. The weight of the carriage, being 8 tons, was amply sufficient to prevent the tide, which it may be mentioned flows very swiftly at this point, moving it even a fraction of an inch. Stocks were now laid on the base of the carriage, to receive the boat, in the same manner as slips are built in a shipyard before building is commenced. Following this the position of the carriage was marked by three tall unright pieces of wood, and the whole left to await high tide. Just before the tide began to ebb, shipyard employees went aboard, and having previously placed three cage anchors in different parts of the river, and connected ropes thereto, attached these ropes to the boat, and with the aid of the ebb tide manoeuvred her into position between the marks, allowing the falling tide to gently deposit her on the carriage.

The boat having been built by Messrs. Husk & Sons the exact measurements were known, so it was a comparatively easy matter to place the stocks in such a way that the keel and bilge keels came to rest firmly in the correct position as the water left her high and dry. It may be mentioned here that an inch or two out of place would have rendered the load unfit for travelling; this would have caused at least 12 hours delay, and it speaks well for the skill of the shipyard employees that the boat was so satisfactorily placed that it was driven away immediately the water had subsided.

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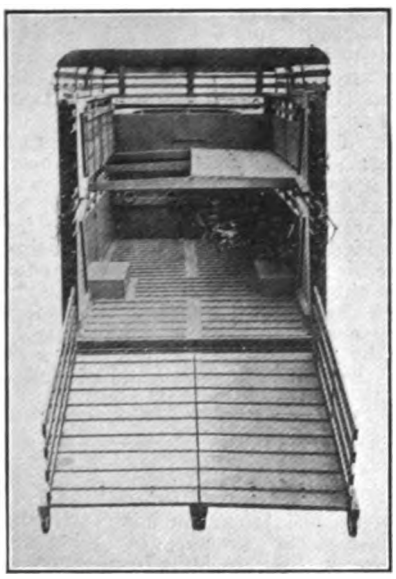
Livestock Carrying by Road.

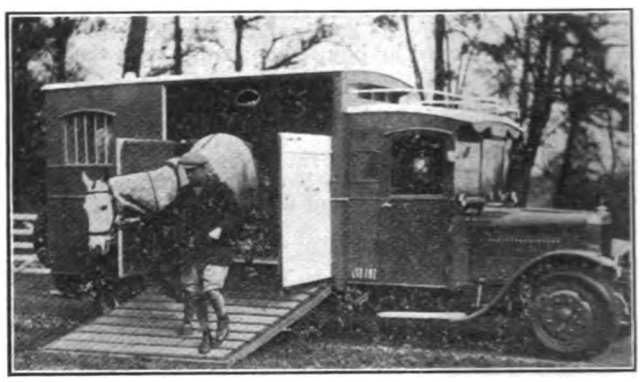
THE motor has revolutionised agricultural methods, not only in regard to the cultivation of land by the motor tractor, but in transporting produce from place to place by means of the motor lorry. Motor lorries are very widely used by farmers nowadays, and generally speaking, it is found more profitable to own a vehicle than to hire one. This is perfectly sound, for the all-important reason that in agriculture, fruit growing and market gardening, neither loadings nor loading times can be standardised. A grower really never knows what quantity of crops there will be to come off at a certain time or even whether the weather will permit him to load at a given time. The owner's individual lorry must be there in readiness for loading up at any moment, and without delay. This is why goods carrying in agriculture, and particularly in fruit and vegetable growing, has not made more headway, and it is just as well to know that at present goods carrying by road, in some branches of agriculture, does not offer considerable prospects. Consignments of farm produce are either carried by rail, or delivered direct in the owner's vehicle.



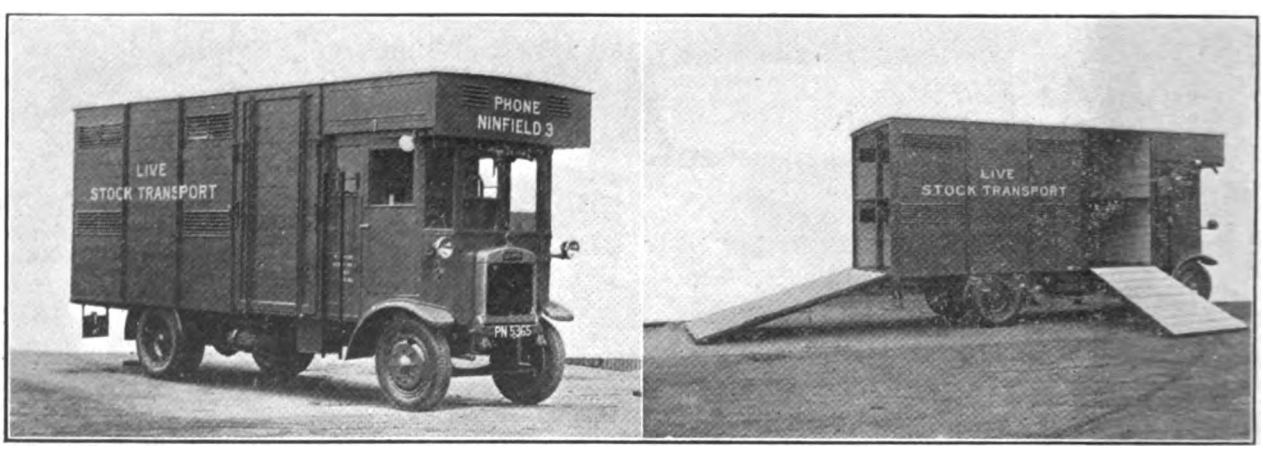
THE "BEAN" 40-45 CWT. CATTLE TRUCK ILLUSTRATING DOUBLE RAMP. BEAN CARS, LTD., TIPTON, STAFFS.

There is one exception to this fairly general rule, and that is cattle carrying. Very great developments have taken place in the construction of motor vehicles suitable for the carrying of various kinds of livestock. There is the double and treble decker sheep carrying lorry, the luxurious horse box so widely used by race-horse owners and trainers and by exhibitors and competitors in the ring, bull floats used by pedigree stock breeders, and the ordinary rack-sided and drop-tailed lorry employed in the usual weekly marketing of pigs, sheep and cattle.

Farmers mostly use their own lorries when bringing livestock to market. In some cases, however, where the farmer's lorry is of insufficient capacity, the motor cattle carrying contractor finds opportunities for undertaking the work, but the contractor proper, really does little of this. What happens, is that one farmer, or the local village carrier, undertakes a certain amount of livestock hauling for a number of neighbours. After livestock is hauled to the local market and sold, it must be taken away, and this is the point at which the haulage contractor proper comes in. Much of the livestock sold in the weekly market of a country town is disposed of to buyers from the surrounding industrial areas, and it is the stock brought by them that falls to the contractors for haulage. Their work, in other words, lies in conveying purchased stock from the country market to the butchers and curers in the industrial areas. Livestock carrying is different from that of any other kind of agricultural transport. It is more definite, and for this reason, the carrier finds more scope. This is why, in certain areas, contractors definitely set out to cater for the business. There are cattle carriers, many so designating themselves on their lorries. "Bull & Co., Cattle Carriers," is a sample designation to be found on lorries of contractors specialising in livestock carrying. This in itself is sufficient proof of the existing scope. Information as to the conditions under which the work is carried out, and rates charged, is very meagre, so scant in fact, as to render any detailed remarks impossible. As we have already said, pedigree stock-breeders, race-horse owners, and similar people use their own somewhat elaborately constructed vehicles. The work falling into the hands of haulage contracors, is that which arises in connection with the carrying of ordinary commercial stock-fat cattle, pigs, sheep, calves, poultry and dairy cattle, between the large country market and the buyers' destination. The railways still do a lot of livestock carrying, especially in the store trade, conveying stock to country stations, and from the various smaller country markets. The road cattle carrier finds most of his work in transporting fat stock over distances up to twenty-five or thirty miles. In some cases a buyer will hire a lorry outright at so much per day or so much for the journey. Or the contractor undertakes regular journeys at so much per head per animal, perhaps conveying things for different owners in one load. Loading



THE "VINCENT-STAR" TWO-HORSE BOX. VINCENT'S OF READING, STATION SQUARE, READING.



GARNER VEHICLE FOR CATTLE TRANSPORT. BODY MOUNTED ON "GARNER" PATENT OVERTYPE 12 FT. WHEELBASE, 50/60 CWT. CHASSIS. BODY 14 FT. LONG, BACK OF DRIVER'S CAB, 6 FT. 9 INS. WIDE AND 7 FT. HIGH. SIDE AND REAR RAMPS. GARNER MOTORS, LTD., TYSELEY, BIRMINGHAM.

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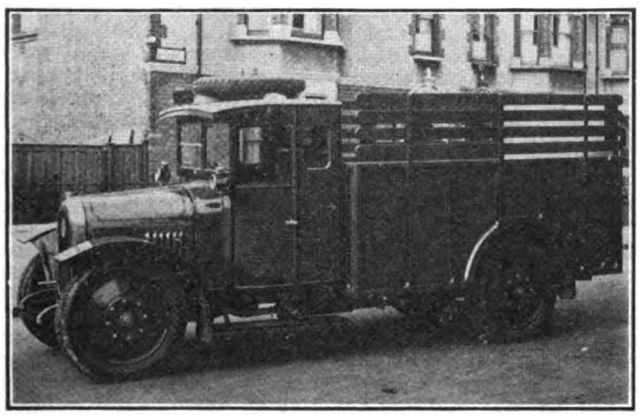
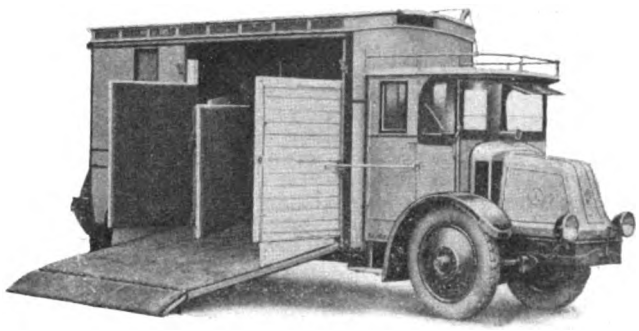
stages exist in almost every fair-sized cattle market, and provision of such stages is now made on buyers' establishments, and on most modern farms. This facilitates loading and it must be remembered that livestock carrying does not involve great labours in loading and unloading. There is not the amount of handling to be done with a load of cattle or even pigs as there is, say, in a load of bricks.

There is little doubt that the cattle carrying business will grow. It holds certain consistent advantages, which, when they become more fully recognised, will bring the business more into favour. Butchers stock, i.e., cattle, sheep and pigs, like all other foodstuffs, deteriorate in quality as the result of excessive handlings. One of the troubles of the past, in dealing with this type of farm produce, was the amount of bandying about and fatigue to which the animals were always subjected in being taken (usually driven) to market, thence to their destination. Actually, this method is very wasteful. It causes great deterioration in quality. The farmer who conveys his stock in a motor lorry, does so in a fraction of the time that was formerly the case. The animals do not have to walk. They arrive fresh, and not tired. Just the same thing happens when the buyer deals with his purchases, and the saving in quality and weight nearly pays for the cost of road transport.

It remains to make a few points on the type of vehicle used. Big carriers use the two-ton or fifty hundredweight lorry. The double or treble-deck vehicle is used in the sheep districts, but two cows can be carried on a 25-cwt. or 30-cwt. lorry. This or the 40-50-cwt. vehicle is used for general purposes, rack sides and a drop-tail platform being all that is necessary beyond what is required in an ordinary lorry, with one important exception, namely, that the floor of the lorry must be ribbed, or provision otherwise made, that will prevent the animals slipping when they are loaded-up. This is a precaution too often neglected by hauliers who do not regularly engage in cattle transport. It does not matter so much in the case of store pigs or sheep, but with cattle or fat pigs, it is imperative that provision be made against slipping. When this is not done, there is always danger of a broken leg. If the floor could be kept dry, all would be well, but this cannot be had under cattle or pigs. A good thickness of straw is a good substitute for a properly constructed floor, but a permanent arrangement is best. I mention this point regarding the construction of floors, because there have been many serious accidents of this kind, which not only means loss to those who may be responsible, but brings a certain amount of discredit upon a progressive and useful business.





LEFT: LATIL CHASSIS SPECIALLY SUITABLE FOR THE TRANSPORT OF HORSES AND CATTLE. RIGHT: LATIL HORSE BOX BODY GIVING AMPLE ACCOMMODATION FOR 2 HORSES, ATTENDANTS, EQUIPMENT, ETC. DOUBLE ROOF. LATIL INDUSTRIAL VEHICLES, LTD., 11 ALBERT EMBANKMENT, LONDON, S.E.11.

Institute of Transport.

Metropolitan Graduate and Student Society.

OFFICERS AND COMMITTEE—SESSION 1930-31.

Chairman: A. F. E. Belcher, Grad.Inst.T. (G.W.R.).

Vice-Chairman: A. Earle Edwards, A.M.Inst.T. (S.R.).

Committee: A. W. Coombe, Grad.Inst.T. (S.R.), A. G. Course, Grad.Inst.T.(P.L.A.), W. C. Collins, Grad.Inst.T. (S.R.), A. H. Earley, Grad.Inst.T. (L.N.E.R.), E. Havers, A.M.Inst.T. (G.W.R.), J. L. Harrington, Grad.Inst T. (S.R.), W. H. Jones, Grad.Inst.T. (L.G.O.C.), R. R. Plummer, Stud.Inst.T. (L.M.S.R.), R. M. Wheatley, A.M.Inst.T. (L.N.E.R.), G. Yorke, A.M.Inst.T. (L.E.R.).

Hon Secretary: C. F. King, A.C.I.S., A.M.Inst.T. (Roads).

Hon. Treasurer: G. H. Searle, Grad.Inst.T. (Roads).

PROGRAMME, SESSION 1930-31.

1930.

7th October.—Inaugural Meeting.

4th November.—Paper, "Economics of conversion to electric traction," by J. L. Harrington.

2nd December.—Paper, "Organising a goods road transport business," by A. J. Dunbar.

1931.

6th January.—Paper, "Transport by sea," by A. G. Course.

10th February.—A debate: "That there exists a need for greater co-ordination between the Marine and Land services on cross-Channel routes." Chairman, R. E. Morley; for the resolution, F. Godin; against the resolution, A. Earle Edwards.

3rd March.—Paper, "Law relating to transport," by G. H. Stonehewer.

28th April.—Paper, "Advertising passenger transport," by W. A. L. James.

5th May.—Annual General Meeting.

Meetings are held at 6.0 p.m. at the Institution of Electrical Engineers, London.

Forthcoming Events.

Sept. 16th to 19th.	Ardington nr. Wantage.	World Agricultural Tractor Trials.
Sept. 24th to 26th.	Harrogate.	Conference of the Municipal Tramways and Transport Association.
Oct. 2nd to 12th.	Paris.	Motor Exhibition.
Oct. 3rd.	London.	Silver Jubilee Banquet of the Motor & Cycle Trades Benevolent Fund, Connaught Rooms.
Oct 6th to 11th.	Washington, U.S.A.	Sixth International Road Congress.
Oct. 7th.	London.	Institute of Transport Metropolitan Graduate and Student Society. Inaugural Meeting of the Session.
Oct. 13th.	London.	Institute of Transport. Presidential Address.
Oct. 16th to 25th.	London.	Olympia Motor Show.
Oct. 22nd.	London.	Fourth Annual Motor Ball and Carnival, Royal Opera House, Covent Garden.
Nov. 5th.	London.	Furniture Warehousemen and Removers' Association. Bi-Annual Meeting.
Nov. 6th to 16th.	Berlin.	International Motor Exhibition.
Nov. 7th to 15th.	Glasgow.	Scottish Motor Exhibition, Kelvin Hall.
Nov. 10th.	London.	Institute of Transport. Annual General Meeting.
Dec. 6th to 17th.	Brussels.	Motor Exhibition.
Dec. 8th to 12th.	London.	Smithfield Club Cattle Show. Royal Agricultural Hall.
1931. May 20th.	Portsmouth.	Furniture Warehousemen and Removers' Association. Annual General Meeting.

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Packing for Transport.

Materials and Methods.

(Specially Contributed.)

AT the first glance, one is apt to dismiss packing as a matter which concerns solely the manufacturer and not the carrier. This, however, is far from being so since the protection afforded by cases must influence the gross weight carried, even where it does not increase the amount of freight. The presence or absence of packing, too, is often the final or deciding factor in determining the form of transport to be used, a consignment sometimes being sent by road simply to avoid the necessity for employing heavy and costly protective materials. Naturally, goods which have to be served by several different means of conveyance in the course of one journey, as for instance, export lots, must be packed up to the standard of the highest requirements, which in most instances is that of ocean shipping. This and other causes have led to the establishment of a more or less universally accepted standard of protection for the great bulk of packed goods, a standard which in effect is laid down by the railways. The influence of this practice is felt even in consignments which do not touch the rail at any point. The origin is really legal, since it arose in the days of the old common carriers by road in the time before railways existed. At common law, these carriers had the privilege of refusing to accept all packages of a damageable nature unless they were properly protected by packing. As the law did not attempt to define satisfactory packing, it meant the carriers themselves had to make this decision, so that in course of time some measure of agreement came to be accepted by force of habit. This was taken up and elaborated by the railways with their usual facilities for standardisation, and as their experience grew, it was collated in the Railway Clearing House, which body at length became the recognised governing association in connection with all matters concerning the protection of goods.

So long as timber and metal were the chief materials in use, little difficulty was experienced in drawing up and enforcing specifications and designs for all containers, cases, boxes, and so on, but when the pressure of the war brought forward the claims of fibreboard, new developments had to be taken in hand. A leading industrial firm found after making enquiries in America that the railways over there were allowing the use of fibre containers up to a limit of several cwts. This being so, it was desirable that British traders should have similar opportunities of reducing their transport costs, consequently specifications were drawn up by the Railway Clearing House to enable individual packages up to 150 lbs. to be carried in fibre containers.

It will be advisable to point out at this stage that the term "fibreboard" is a general description which covers cardboard, leatherboard, millboard, pasteboard, pulpboard, strawboard or other material of a similar character. Containers which satisfy the requirements of the Clearing House can be readily distinguished by the certificate stamped on the outside which bears the inscription: "Certificate.—This case complies with the requirements of the General Railway Classification. The capacity of the case is . . . lbs." The railways do not refuse to carry unapproved cases but they do refuse to take them at carrier's risk. All such containers therefore are conveyed either at owner's risk or under the terms of the railways' "damageable" note. It may pay a firm to send goods in this manner as the amount of damage may be less than the cost of the cheaper containers. With certain low grade or highly competitive goods there is no doubt an economy to be made by relying on inferior packing, but for the majority of goods, the certified variety really yields better results. A fairly comprehensive list of requirements has to be observed with "certified" cases, most of which are of common sense application. It is, for instance, reasonable to expect that the contents should completely fill the case and that articles liable to sifting and leaking should be packed separately and not sent loose in the container.

Brittle or fragile goods or those packed in glass are not normally accepted in fibre at carrier's risk, although there are one or two exceptions used principally in connection with the preserves trade, where small packages are accepted. It is important to remember that when a claim is made, on a fibre-packed consignment, the actual container should be kept for inspection, otherwise the railway company will be within its rights in declining to compensate.

Some half dozen different varieties of construction are recognised, such as the case lid, the one-piece, three-piece, three-piece with metal fastenings, the wood frame end, and the all wood end types. The case lid is of rigid build throughout with a lid which wholly encases the sides and ends. It has to be fastened securely at least three ways with cord. The one-piece comprises a complete envelope with two openings, each of which is covered with four flaps. The existence of these flaps makes for a very compact and strong package which can be sealed with glue or adhesive tape. For contents up to 30 lbs., this type is very popular as it can be made up rapidly and with a minimum of trouble. It is, therefore, often used as a substitute for parcelling, especially where speed is of the utmost value. The three-piece is much the same in construction, except that it has a lid both top and bottom. It has also narrow flaps which serve only as flanges to stiffen the edges of the body. The three-piece with metal fastenings has not secured any very extensive use in this country although it makes a definite appeal for certain specialised goods. All the types described so far are available for weights up to 90 lbs., but beyond this limit the stronger ends of the wood frame or all wood class are necessary. For these two, the load may be extended up to 150 lbs. If the frame variety be used, the corners are to be made with a mortised and tenoned joint or with mitre corners, secured by wire staples or stitches. With the all wood end, the fibre body must be in one piece unless the lids are interlocking.

On general grounds, fibreboard has replaced lumber in the home trade owing to its lower first cost, its reduced tare weight and greater protection against pilferage. Where a timber case weighs 10 lbs. a fibre container of corresponding capacity weighs only 4 lbs. 7 ozs. The ordinary wooden case can easily be rifled by removing a board, taking out part of the contents, making up the weight and replacing the board in such a way as to leave no one the wiser until it reaches the consignee, but the only way of pilfering a fibre case is to cut it and once this has been done concealment is impossible. It is therefore much too dangerous to interfere with this type of packing hence the experienced thief soon learns to leave them alone. In the export and import trade, fibreboard has not made the same progress owing to the difficulty of stowing in the ship's hold, for as may be expected cases of this material will not stand continuous stacking and piling nearly so well as timber, whilst if rope slings are used for discharging and loading to and from the hold, it is desirable to employ trays to prevent the ropes cutting through the edges. It may, however, be noticed that consignments of goods so difficult to transport as condensed milk in tins have been successfully carried across the Atlantic in fibre whilst the same material for cereal foods packed according to the requirements of the Canadian railroad classification stands up very well not only to the Atlantic crossing, but to several transhipments.

For those weights where wood must be used, some improvement is still possible by careful attention to the design and construction of the case. There is a mistaken notion in existence to the effect that thickness of timber alone makes for strength whereas just as good results can be obtained by thinner pieces reinforced with suitable cleats. Moderate sized cases require two cleats at the end whilst bigger sizes necessitate four, placed in the form of a square with interlocked edges. The best results are secured with interior cleats of triangular section so fixed as to allow nails to be driven in to both the sides and the ends. Where round objects such as bottles, cans, jars, etc., are sent, no loss of interior loading space is incurred by adopting this method. A further advantage of inside cleats is that this construction renders pilferage exceedingly difficult, especially if used in conjunction with metal strapping at the corners. The spacing of the nails should not be haphazard, a good plan being to halve the interval at the ends, as that is where most of the strain is likely to arise. Likewise the gauge of nails is important; whilst thin nails are easily driven home, they have not nearly the same holding capacity as the stout variety whilst their liability to bending and shearing makes them less dependable.

In many instances, crates are superior to cases, especially for machinery and for the largest sizes or awkwardly handled goods. The secret of effective crate con-

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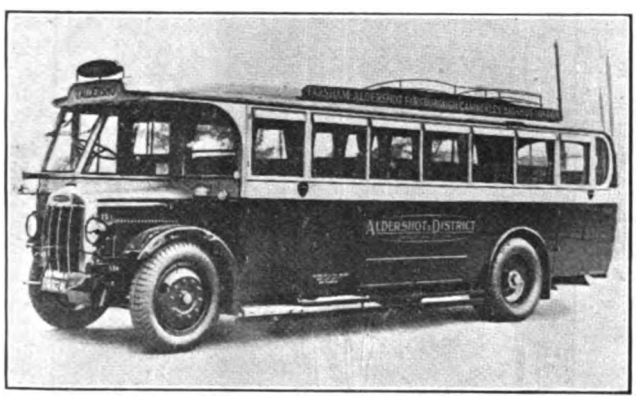
struction lies in the design of the corners; either the box corner or the three-way kind may be employed, the latter being by far the stronger. Its advantage is due to the fact that all nails engage the timber in at least two ways, thereby making for increased strength. For heavy contents, it is generally necessary to strengthen the erection by means of bracing pieces placed as nearly as possible to an angle of 45 degrees to the main members. Where diagonal braces are employed, the whole may be still further strengthened by nailing together both pieces where they cross. Irregular shaped objects are best dealt with by building the crate around the piece as by so doing the points of greatest stress can be guarded against and interior pieces so placed as to prevent the shearing and weaving action which otherwise is always likely to take place.

A combination of extreme strength and lightness can be obtained by the use of plywood, a material which is having an increasingly wide use in container construction. The trouble with natural timber is that a certain amount of weakness is always evident in the grain but this is overcome in plywood by fastening successive layers with the grain running at right angles thereby neutralising the difficulties ordinarily associated with lumber. The greatest trouble found with plywood is the tendency towards puncturing experienced when the sides are exposed to the sharp edges of a heavy case. With the largest size of container, a difficulty may also be found owing to the undue resiliency of the sides which may become so pronounced as to allow the contents to roll and be damaged. As a rule, however, this can be guarded against by the use of suitable cross pieces and internal packing. The constantly increasing use of plywood will, it is expected, in time tend to a reduction in costs which will enable this material to compete on level terms with the most common packing in use to-day.

So far as packing is concerned, the attitude of the carrier should not be confined to a negative insistence upon the correct standard. There are numerous instances in which the information at the disposal of the transport authority and his experience with other goods can be usefully and tactfully passed on to the trader, who naturally is not likely to know all the latest developments as they affect packing requirements and practice. By so doing a mutual gain results which can be used to advantage on later occasions.

Motor Coach and Bus Notes.

T.S. Motors "Express" chassis for Aldershot and District Traction Co., Ltd.—T.S. Motors Limited (formerly Tilling-Stevens Motors Ltd.) of Maidstone, have recently



T.S. MOTORS "EXPRESS" CHASSIS FOR WELL-KNOWN OPERATORS.

secured from the well-known Operating Company The Aldershot and District Traction Company, Limited, an order for a number of the firm's well-known "Express" gear drive chassis. We illustrate one of the vehicles which is

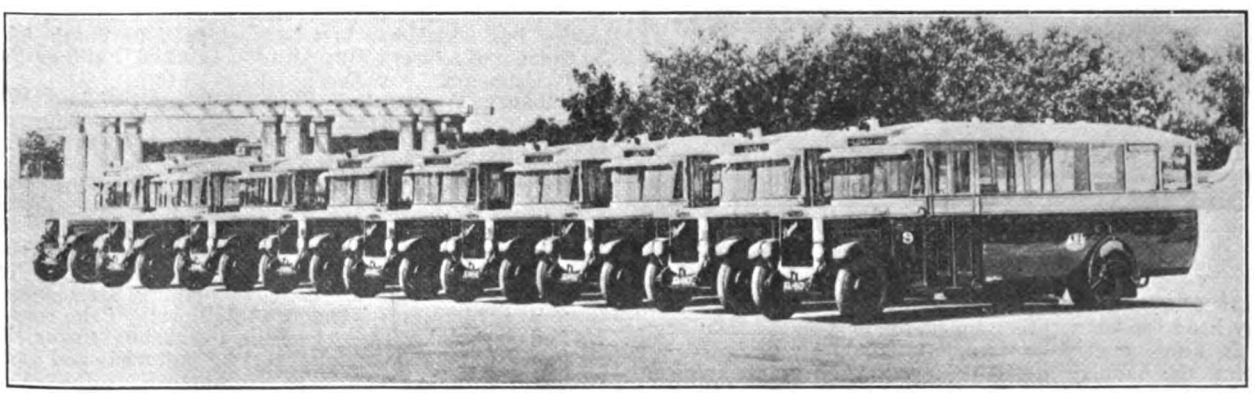
The engine is of the 4-cylinder type, 29/7P h.p., of Ricardo design; bore 4¼ in., stroke 5½ in., (Treasury Rating 29 h.p.). The bodywork in this instance was carried out by the well-known Coachbuilders, Messrs. Strachans (Acton) Ltd., and the vehicle is very finely appointed and of first-class design in every detail.

Bus Station for Newcastle.—Newcastle City Council has adopted a report submitted by the Watch Committee concerning the Marlborough Crescent omnibus station. Estimates have been obtained for the work of roofing-in, etc., at a cost of £4,394, and the Committee has come to a satisfactory agreement with the omnibus companies using the station, who will jointly pay £2,050 per annum, plus £300 by the Corporation itself for its own buses. It is estimated that the total income from the station will be £3,549, and the annual cost is estimated at £3,475.

Double-Deckers for Newcastle.—The Transport Committee of Newcastle Corporation, satisfied with the running of the double-decker buses in its fleet, has decided to put them on all the city or internal routes. Fourteen are being, or have been, delivered recently and will replace the present single-deckers.

A New Route.—A new route to Tynemouth, Whitley Bay, Seaton Sluice, and Blyth is now being run by the "Tynemouth" red omnibuses from Newcastle and Gateshead via Bykes Bank. There is a half-hourly service; but every quarter of an hour on Saturdays and Sundays.

Vulcan Chassis for Gloucester and Glasgow.—The Vulcan Motor and Engineering Co. (1906), Ltd., Crossens, Southport, advise us that the Gloucester Corporation have



FLEET OF VULCAN BUSES SUPPLIED TO THE GLOUCESTER CORPORATION IN 1929 AND SIMILAR TO THE BUSES RECENTLY ORDERED.

T.S. Motors very latest type B.10.A.2. equipped with servo operated four wheel brakes, Marles steering, Dunlop pneumatic tyres, size, 38 in. by 7 in. and C.A.V. "M" type electric lighting equipment. For all-round economical performance the "Express" is an outstanding vehicle of its class. Petrol consumption is between 9/11 m.p.g., whilst oil consumption comes out at 1,500 to 2,000 m.p.g.

favoured them with a repeat order for a further three Vulcan "Duchess" 26-seater Buses, the second repeat order. Their original order placed March 27th, 1929, was for 9 Vulcan "Duchess" 26-seater Buses, followed by a repeat order in November, 1929, for three more Buses of a similar type. The firm have also received an order from the Glasgow Corporation for 25 "Emperor" 50-seater

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double deck chassis. The "Emperor" bus chassis is fitted with the Monarch six cylinder engine, Ricardo type, rated at 45 h.p. and developing 137 b.h.p.

Bury Coachowners.—Coachowners in the Bury district recently took exception to the action of the Corporation in running coach tours in competition with private owners. The matter was taken up by the Amalgamated Horse and Motor Owners' Association, whose secretary (Mr. J. S. Howarth) had an interview with a sub-committee of the Tramways Committee. The outcome of the meeting was that the sub-committee gave an undertaking not to extend the tours without first consulting the A.H.M.O.A. At present the Corporation is operating two circular tours on Sunday evenings.

STAR "FLYERS" IN SOUTH AFRICA.

Star "Flyers" in South Africa.—Our photograph shows two Star "Flyer" Buses operated by the Rose Bus Service of Johannesburg and running between Johannesburg and Germiston. The Star Motor Co., Ltd., Star Motor Works, Bushbury, Wolverhampton, inform us that the order for these vehicles was placed as a result of the previous successful experience with Star "Flyers" in the Union.

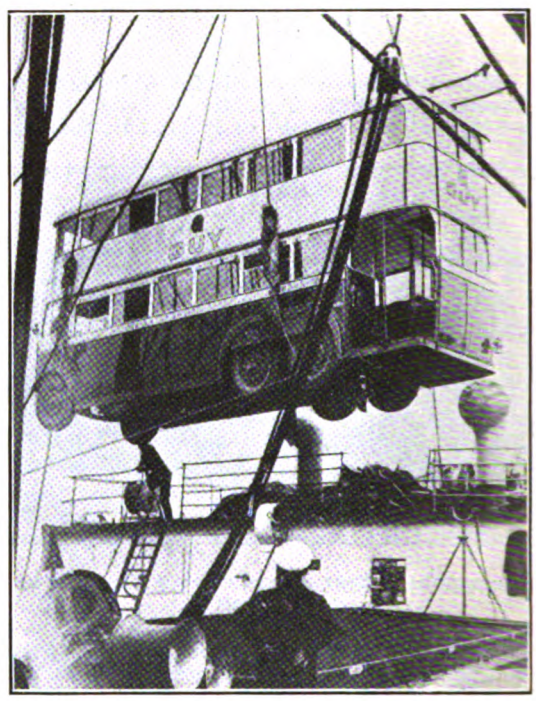
A.E.C. "Regal" coaches for touring the border country.—Two well-known Scottish Operators have recently added to their fleets two "Regal" coaches manufactured by The Associated Equipment Company, Ltd., Southall, Middlesex. One is being used by Messrs. Cockburn and Sons, of Eskbank, near Edinburgh, and the other, by Messrs. Andrew Harper, of Peebles. Messrs. Cockburn's

AN A.E.C. "REGAL" COACH OUTSIDE THE PEEBLES HYDRO.

coach seats thirty passengers, and is provided with a Sun-Ray head for hot weather touring. The seats are of arm-chair type covered in moquette, and are designed for seeing the countryside in the most comfortable manner. Dark walnut finished woodwork and chromium plated brackets with Doverite fittings combine to produce an interior of taste and dignity, and there is also a system of interior heating to meet the modern wish when travelling in the autumn and for winter services in other districts. Messrs. Andrew Harper's coach is designed to carry thirty-two passengers, and also has an all-weather roof, in this case of the Walman type. The seats, finished in antique leather, are deeply cushioned allowing full relaxation on long journeys. Mahogany has been chosen for the interior, and this coupled with nickel plated fittings gives the coach an air of pleasing refinement. For passengers' luggage there is a railed space on the roof at the rear, easily reached by a fixed ladder.

End of Season Follies.—Now that we are nearing the tail end of another motor coaching season, the usual trouble of maintaining the prices of tours has been experienced in many districts of Lancashire, even including Manchester, where there is in operation a scheme which it was hoped, would put an end to these follies. When trade is bad and not much money is circulating, coach-owners are amongst the first to suffer, because the public selects short inexpensive trips in preference to day outings. At Southport where motorcoach owners have had a fairly good season, it has been the common experience that whole day trips have not been at all well supported, but the number of bookings for outings costing less than 5s. have been well up to the average. There have been several incidents this season at Blackpool owing to the cutting of fares. One batch of trouble was started when a number of private owners departed from the list prices for evening and local drives. A meeting of the local motorcoach owners' association followed and eventually some of the big firms entered the fray by running tours at ridiculously low prices.

Guy six-wheel trolley bus for South Africa.—Our illustration shows a Guy six-wheel double deck covered top



GUY SIX-WHEEL TROLLEY BUS FOR SOUTH AFRICA.

trolley bus which has just been shipped to South Africa by the manufacturers, Guy Motors, Limited, Fallings Park, Wolverhampton.

Oldham's Augmented Fleet.—Oldham Wakes Week proved a strong attraction for motorcoach owners and during that period some 500 vehicles were operating from the town. Many of these were brought in from other towns and their owners made application to the Watch Committee for permission to run tours from Oldham. Two hundred such special applications were received. The Watch Committee stipulated that outside vehicles must be run in conjunction with local firms. Whilst day tours constituted the bulk of owners' running arrangements, there were also long date tours to all parts of the country. Nowadays holiday makers in the Lancashire towns show a remarkable partiality for travel by motorbus and motor-coach.

Making Way for Buses.—Some interesting facts and figures are contained in the abstract of the accounts and traffic returns of the Wallasey Corporation motorbuses and tramways department. Owing to the gradual superseding of trams by motorbuses, the tramway receipts decreased from £103,400 in the previous year to £66,927, while the motorbus receipts increased from £53,393 to £109,067. The trams are being gradually superseded by motor buses. The net profit on the tramways during the year was £955 and on the motor buses £24,047, figures which speak for themselves.

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Scottish Motor Exhibition.

November 7th to 15th, 1930.

The 29th annual Scottish Motor Exhibition will be held at Kelvin Hall, Glasgow, from November 7th to 15th next. We print below a list of the Exhibitors in the Commercial Vehicle Section, Garage Equipment Section and Accessories and Components Section. So far as information was available at the time of going to press regarding the makes of vehicles to be exhibited in the Commercial Vehicle Section, we mention in parenthesis, after the names of some of the exhibitors, some of the machines to be staged.

Stand No. **Commercial Vehicle Section.**

102. A. & D. Fraser, Ltd., Glasgow (Morris-Commercial vehicles).
103. Alexander Motors, Edinburgh.
104. Armour & Melvin, Ltd., Glasgow (Singer vehicles).
105. Chas. Roberts & Co., Ltd., Wakefield.
106. Bryson Brothers (Motors), Ltd., Glasgow (Dodge and Commer vehicles).
107. Peebles Motor Co., Ltd., Edinburgh.
108. Town and County Motor Garage, Aberdeen (Willys-Overland-Crossley vehicles).
109. T.S. Motors, Ltd., London.
110. Geo. M. Gladstone (Motors), Ltd., Glasgow.
111. Maudslay Motors, Ltd., Coventry.
112. R. Gibson & Sons (Motors), Ltd., Glasgow (Renault vehicles).
113. Commer Cars, Ltd., Luton.
114. Jack & Renwick, Edinburgh.
115. Wm. Arnold, Manchester (Albions and A.E.C. vehicles. Arnold's coachwork).
116. A. Mather & Son, Edinburgh.
117. D. Carlaw & Sons, Ltd., Glasgow.
118. Alec Robertson (Motors), Ltd., Glasgow (Citroen vehicles).
119. Beardmore Motors, Ltd., London.
120. W. Gillespie & Sons, Ltd., Paisley.
121. Macharg, Rennie & Lindsay, Ltd., Glasgow (Willys-Overland-Crossley vehicles).
122. Mackay & Jardine, Ltd., Wishaw.
123. M'Lay's Garage, Kirkintilloch.
124. Scottish Motor Traction Co., Ltd., Edinburgh (Chevrolet vehicles).
125. Western Motor Co., Ltd., Glasgow (Chevrolet vehicles).
126. Rossleigh, Ltd., Edinburgh (Dennis vehicles).
127. Westfield Autocar Co., Ltd., Edinburgh.
128. Albion Motor Car Co., Ltd., Glasgow.
129. Halley Motors, Ltd., Glasgow.
130. Daimler Co., Ltd., Coventry.
131. Vulcan Motor and Engineering Co., Ltd., Southport.
132. Glasgow and Paris Motor Co., Ltd., Glasgow.
133. Ritchies, Ltd., Glasgow.
134. Associated Equipment Co., Ltd., Glasgow.
135. Hyndland Garage, Ltd., Glasgow.
136. Bass Rock Motor Co., Ltd., Edinburgh.
137. Dodge Brothers, Ltd., London.
138. F. D. Cowieson & Co., Glasgow.
139. Peter Crerar, Crieff.
140. John C. Todd, Edinburgh.
141. Stobcross Motor Co., Ltd., Glasgow.
142. Leyland Motors, Ltd., Glasgow.
143. Guy Motors, Ltd., Wolverhampton.
144. Crossley Motors, Ltd., Manchester.
145. Bean Cars, Ltd., Tipton, Staffs.
146. John I. Thornycroft & Co., Ltd., Glasgow.

Stand No. **Garage Equipment Section.**

10. James Robertson, Glasgow.
11. Simpkin's Engineering Works, Nottingham.
12. Garage Equipment and Accessories Co., Glasgow.
13. Thomson & Brown Brothers, Ltd., Edinburgh.
14. Tecalemit, Ltd., Glasgow.
15. S. F. Bowser & Co., Ltd., London.

Accessories and Components Section.

147. Fraser Brothers & Grant, Glasgow.
148. Northern Steel and Hardware Co., Ltd., Glasgow.
149. Leicester Rubber Co., Ltd., Leicester.
150. J. F. Macfarlane & Co., Ltd., Glasgow.
151. Edmunds, Walker & Co., Ltd., Glasgow.
152. Henley Tyre & Rubber Co., Ltd., London.
153. Chloride Electrical Storage Co., Ltd., Manchester.
154. British Goodrich Rubber Co., Ltd., Glasgow.
155. Englebert Tyres, Ltd., London.
156. D. B. Irvine, Glasgow.
158. British Oil and Turpentine Corporation, Ltd., Glasgow.
160. Champion Sparking Plug Co., Ltd., London.
161. Dunhills, Ltd., Glasgow.
162. Timson Brothers, Newcastle-on-Tyne.
163. West of Scotland Engineering Motor and Welding Co., Ltd., Glasgow.
164. Texas Oil Co., Ltd., Glasgow.
165. Chas. Macintosh & Co., Ltd., London.
166. Goodyear Tyre and Rubber Co. (Great Britain), Ltd., Glasgow.
167. Avon India Rubber Co., Ltd., Glasgow.
168. Nobel Chemical Finishes, Ltd., Glasgow.
169. Clarkson & Co. (Glasgow), Ltd., Glasgow.
170. Redline Motor Spirit Co., Ltd., Glasgow.
171. Brown Brothers, Ltd., London.
172. Dewar Brothers, Glasgow.
173. Vacuum Oil Co., Ltd., London.
174. S. Smith & Son (M.A.), Ltd., London.
175. Thomson & Brown Brothers, Ltd., Edinburgh.
176. Joseph Lucas, Ltd., Birmingham.
177. Dunlop Rubber Co., Ltd., Glasgow.
178. C. C. Wakefield & Co., Ltd., Glasgow.
179. Bridge of Weir Leather Co., Bridge of Weir.
180. Palmer Tyre, Ltd., London.
181. Glico Petroleum Co., Ltd., Edinburgh.
182. Edinburgh Rubber Co., Edinburgh.
183. Reid Motor Wheel Co., Glasgow.
184. John H. Thom & Co., Edinburgh.
185. James Robertson, Glasgow.
186. Peter Lee & Sons, Ltd., Glasgow.
187. Simms Motor Units, Ltd., Glasgow.
188. Scottish Oil Agency, Ltd., Glasgow.
189. North British Machine Co., Ltd., Glasgow.
190. Anglo-American Oil Co., Ltd., Glasgow.
191. Accessories (Edinburgh), Ltd., Edinburgh.
192. J. Cameron & Sons, Edinburgh.
193. Thos. Parsons & Sons, London.
194. H. M'Gill & Co., Glasgow.
195. Sternol, Ltd., London.
196. Pirelli, Ltd., Glasgow.
197. Munro & Co., Glasgow.
198. Hall & Hall, London.
199. Challenge Oil Co., Ltd., London.
200. Lawrie Brothers, Ltd., Glasgow.
201. Carless Capel & Leonard, Glasgow.
203. Price's Patent Candle Co., Ltd., London.
204. Shell-Mex, Ltd., Glasgow.
205. Turner & Co., Glasgow.
206. F. W. Murray, Glasgow.

Municipal Tramways and Transport Association.

Twenty-Ninth Annual Conference at Harrogate.

THE Twenty-ninth Annual Conference of the Municipal Tramways and Transport Association will be held in the Majestic Hotel, Harrogate, on September 24th, 25th and 26th next. On September 23rd at 8.30 p.m. there will be an informal reception of Members and Ladies at the Spa Rooms, Harrogate, by His Worship the Mayor of Harrogate and the Mayoress, and the President of the Association (Mr. Alderman Thomas Canby, J.P.) and the President's daughter (Mrs. J. Hirst). On September 24th there will be a Civic Welcome of the Association after which Mr. Alderman Thomas Canby, J.P., will deliver his Presidential Address. At the afternoon session, Mr. Councillor A. H. Gledhill, J.P., Chairman of the Halifax Corporation Tramways Committee, will read a Paper on "The Transition of Transport Between 1928 and 1930." In the evening the Annual Dinner of the Association will be held in the Majestic Hotel. During the course of the proceedings, on September 25th, Mr. W. Vane Moreland, General Manager of Tramways and Motors, Wallsall, will speak on "The Progress made with the Development of Heavy Oil Engines." An interesting motor coach tour has been arranged for September 26th.

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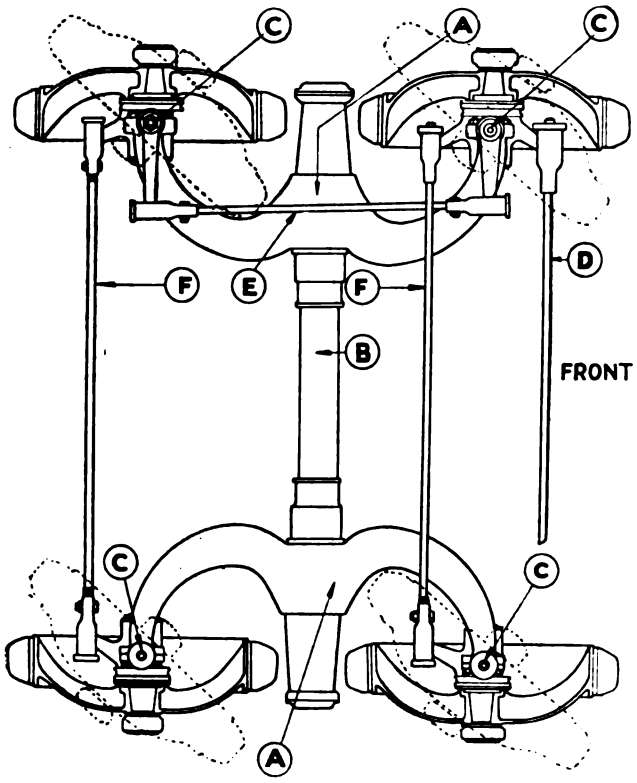
The Sentinel Eight-Wheel Steam Wagon.

THE WORLD'S CARRIERS was, we believe, the first journal to approve the construction of the rigid six-wheeled vehicle and to herald it as an important factor in the economy of road transport, both in respect to road construction and maintenance and in cost per ton mile of goods transported (vide Editorial Notes "The Road and the Vehicle," *The World's Carriers*, April, 1924, page 210. May, 1925, page 240, "The Development of the Multi-Wheel Vehicle." June, 1926, page 314, "The Rigid Six-Wheeler," and August, 1927, page 354, "The Cult of the Six-Wheeler"). The following is an extract from the last editorial note mentioned:—"The next step is, of course, a four wheel bogie for the front axle for certain types of heavier carrying capacity vehicles." Needless to say we are gratified to find our forecast of this development realised in the new Sentinel D.G.8 (rigid eight-wheeler) which we saw demonstrated on the 5th inst. at Sentinel Waggon Works, Ltd., Shrewsbury.



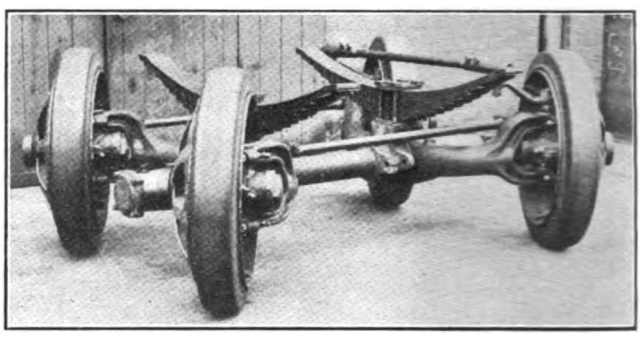
PLAN OF THE "SENTINEL" D.G.8 PATENT FRONT AXLE BOGIE.

A.—Oscillating bogie arms on front axle. B.—Fixed front axle. C.—Steering pivots with levers to which coupling links are connected. D.—Coupling link from steering spindle weigh-shaft to near-side leading wheel. E.—Draglink connecting front and rear steering pivots on near-side wheels. F.—Coupling links connecting opposite pairs of steering pivots on near and offside wheels.

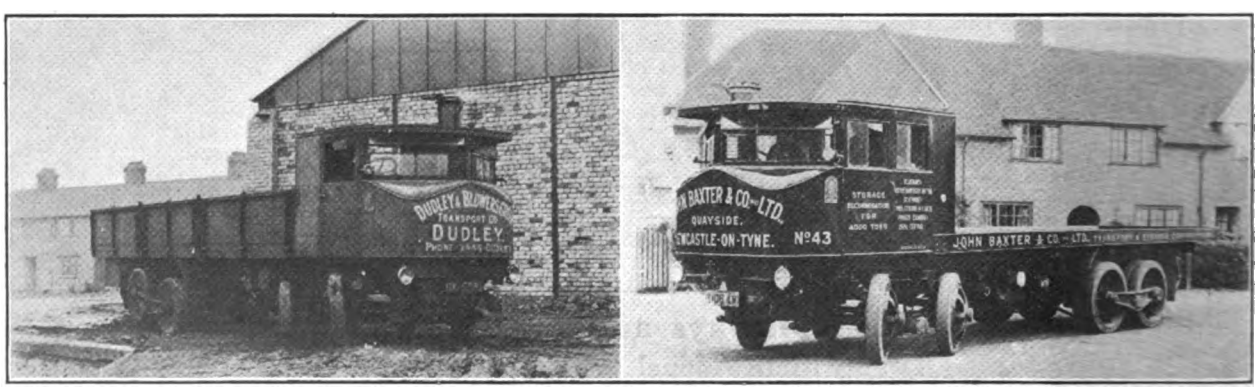
The first Sentinel rigid six-wheeler, the D.G.6. made its appearance on the road some two years ago and was a marked success at once. We understand that, with this encouragement, the Sentinel Company decided then and there to produce a vehicle with a front steering bogie; this they have now succeeded in doing and in our opinion it will be just as great a success as the rigid six-wheeler.

The D.G.8 is built to carry loads of from 12-15 tons at considerable speed. The vehicle we saw demonstrated was loaded with 12 tons and with this load it was driven over railway sleepers, over rough ground and up a slope the gradient of which was 1 in 6. On the latter gradient the vehicle was stopped and held by the steam operated brakes acting on the four rear bogie wheels. Over the rough ground and over the sleepers the wheels of both bogies accommodated themselves to the exaggerated ground profile without materially disturbing the frame horizontal.

A very important advantage of the bogie carriage is that it more than halves the lift of the chassis and its load when passing over any obstacle and, moreover, there is no sudden drop and consequent shock when the bogie wheels are returning to the normal road level. These are very important matters as the reduced lift means a saving in power and the smooth rolling motion over obstacles largely eliminates shock and there is correspondingly less damage to the vehicle, its load and the road surface. The distribution of load over four axles instead of two is a very practical advantage as it enables loads to be carried of such a weight that would be considered extraordinary on other transport vehicles, and yet without increasing the normal axle weight, namely, 8 tons per axle; in fact, taking the 8-ton axle load as the extreme then if it were permissible, it would be quite practicable to carry a gross load of 32 tons, representing a useful load of approximately 20 tons, at a speed of 12 miles per hour, representing exceedingly low transport cost, as we understand on trial runs the average fuel consumption works out at approximately 14 miles per hundredweight.



PATENT FRONT AXLE BOGIE OF THE "SENTINEL" D.G.8.



TWO VIEWS OF THE NEW SENTINEL EIGHT-WHEELED STEAM WAGON.

The Chassis. The chassis of the D.G.8 is practically identical with that of the D.G.6 with the exception of the front axle.

The patented front axle bogie consists of a fixed hollow

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forging of special steel sprung below the forward end of the nickel steel side members of the chassis frame and is located by means of radius rods and shock absorbers to allow a free vertical movement.

On each end of the axle a forged steel double armed bogie frame is pivotted, the outer ends of which carry steering pivots in which the front wheel journals rotate. Each of the pivots is connected by a track rod to its "opposite number" through levers set to the correct angle whilst the front and rear pairs of wheels are coupled together by means of a secondary drag link. (See diagram.) The primary drag link itself is connected to a transversely mounted lever at the base of the steering column, thus all four front wheels are under steering control on the true "Ackermann" principle. The manner in which they move when the D.G.8 is turning is shown in the diagram. Owing to the additional adhesion provided by the four wheels the leading pair can be given a greater lock than usual without any tendency to skid forward when turning.

All the front wheels move together to the correct angles and roll along arcs of circles having their centre at the point about which the vehicle is turning; this accounts for the remarkable ease with which the D.G.8 can be manoeuvred and the fact that the radius of the circle in which it will turn is less than that of a vehicle of the same length and wheelbase, having only two front wheels.

The principal dimensions of the D.G.8 are as follows:—

Overall length 29 ft. 5 in.; width 7 ft. 6 in.; body length 23 ft.; inside dimensions 22 ft. 9 in. and 6 ft. 9 in.; wheelbase—centre to centre of bogies—14 ft. 7⅜ in., leading wheels to rear wheels on front bogie (centres) 3 ft. 8½ in. Leading wheels to rear wheels on rear bogie 3 ft. 10 in., wheeltrack: front bogie 5 ft. 10 in., rear bogie 5 ft. 9⅛ in.; height of platform laden 4 ft. 0½ in.; front bogie tyres 8 in. by 720 m.m., the rear bogie tyres 160 m.m. by 771 m.m. (fitting diameters in each case). Boiler pressure 275 lbs., capacity of coal bunker 10 cwt., average fuel consumption 14 miles per cwt., tank capacity 230 gallons or sufficient for about 25 miles, turning radius 33 ft. The brakes will bring the vehicle to a dead stop in 22 ft. on a wet road from 12 miles per hour.

Correspondence.

The Editor is not responsible for the views expressed in letters appearing under this heading. No letter will be inserted unless accompanied by the name and address of the writer, not necessarily for publication, but as evidence of good faith.

CHANGE OF TITLE.

To the Editor of THE WORLD'S CARRIERS.

SIR,—May I beg the use of a short space in your valued publication to inform your readers that the name of Tilling-Stevens Motors Limited has been changed to T.S. Motors Limited?

In order to forestall possible criticism I would like to be permitted to state briefly the reasons for this somewhat unusual step.

1. To remove the lingering impression that our products are confined to the manufacture of petrol-electric vehicles.
2. To emphasize again that the Operating Company bearing an almost similar name has no financial or other interest in our company and such support as we receive has depended and is dependent on the merits of the "Express" gear-driven chassis.
3. To assure Government, Railway Companies and Municipal bodies that when purchasing our passenger carrying vehicles they do not support in any way their competitors, since we have no financial or other interest in any operating company or group of operating companies, nor are we ever likely to adopt such a policy.
4. To enable the representatives of our manufacturing competitors to refrain from supporting tacitly or otherwise any contrary statement which may be made.

For the information of your readers who are transacting business with us, may I say finally that beyond the change of name the affairs of the Company will be conducted as heretofore.

Yours faithfully,
W. R. SHEPHARD.
Managing Director
T.S. Motors Limited.
(formerly Tilling-Stevens Motors Ltd.)
Victoria Works, Maidstone.
19th August, 1930.

CANALS FOR HEAVY TRAFFIC.

To the Editor of THE WORLD'S CARRIERS.

SIR,—The plea that to ease the congestion of our roads some of the heavy traffic should be diverted to the canals will receive, I hope, the consideration and support of all commercial undertakings. Not only are our roadways entirely inadequate to bear the strain of the continually increasing stream of traffic, but, as Sir Frank Baines and others have recently pointed out, the buildings which line the highways will be unable soon to withstand the constant vibration caused by such traffic. Especially is this the case in our University cities, where centuries-old colleges are subject to this great menace.

Unfortunately, it is far too generally believed that canal transport is obsolete and too slow for modern conditions. Yet it is a fact that delivery by this form of transport in many cases is quicker than by train. The craving for speed is a twentieth century obsession; it is rarely an essential factor in the transport of heavy goods. The building trade, in particular, might study this problem with advantage, for the canal boat is ideally constructed for the conveyance of steel girders and bricks. Non-perishable agricultural produce also might be conveyed conveniently by this means.

It is not too much to say that a volume of traffic greater than that now sent by road between London and Birmingham could be carried by water when the recently authorised development of the Grand Union Canal system is completed. Even now there could be a continuous stream of day and night traffic on our inland waterways without causing congestion.

Yours faithfully.
P. J. HANNON,
Chairman, National Council of Inland Waterways.
18, Abingdon Street,
London, S.W.1.
August 30th, 1930.

Road Vehicles—Great Britain.

A RETURN has been issued by the Ministry of Transport giving particulars of the number of motor vehicles registered for the first time under the Roads Act, 1920, during the month of June, 1930. Copies (Price, 2/6d.) can be obtained from His Majesty's Stationery Office, Adastral House, Kingsway, W.C.2.

The return shows the number of each class of vehicle registered for the first time by each licensing and registration authority analysed in detail according to various taxation scales, e.g., motor cars under headings of horse power, goods vehicles under headings of unladen weight, hackney vehicles under headings of seating capacity, etc.

The number of new motor vehicles registered was 27,233 compared with 31,968 in June, 1929, the figures for the several classes being:—

	June, 1930.	June, 1929.
Cars taxed on horse power ...	13,594	16,723
Cycles	7,857	9,030
Hackney vehicles	1,255	1,272
Goods vehicles	4,131	4,594
Other vehicles	396	349
	27,233	31,968

R.A.C. Tourist Trophy Race.—The three Alfa Romeo cars which finished first, second and third in the R.A.C. Tourist Trophy Race at Belfast, and also won the Team Prize, were equipped with Jaeger instruments, as well as with Exide batteries for lighting, starting and ignition.

Bus Experiment.—To let the public decide for themselves which they prefer, trams or buses, a new single deck car, holding 54 passengers, will be put shortly on the Tatham Street route of Sunderland Corporation tramways, where buses are being experimentally run.

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Round the Lancashire Associations.

Blackpool Motor Coach Owners' Association.

Blackpool and District motor coach owners, who control over 200 vehicles, have just adopted a new schedule of rates which show substantial reductions over those which have been ruling up to recently. Details are as follows, the figures in parenthesis being the old prices:—Morecambe, 2s. 6d. (4s.); Windermere, 6s. (7s.); Keswick, 8s. (9s.); Southport 2s. 6d. (4s.); Gretna Green, 10s. (12s. 6d.). According to Mr. H. Hardman, the secretary of the Association, all the motor coach owners in the town have felt it necessary to take cognisance of the fact that holiday makers have not much money to spend and, futhermore, bad weather had adversely affected bookings. Vehicle owners believed it was better to have full coaches at low rates than half empty coaches at a more substantial price. Much anxious thought has been given by members of the Association to the price situation during the season.

Joint Council and Amalgamated Horse Owners.

Lancashire and Cheshire Joint Road Transport Council has had before it an application by the employers associations for a revision of working conditions. The employers associations that are parties to the agreement which is now operating are:—Amalgamated Horse and Motor Owners' Association, Ltd.; Ashton, Stalybridge, Mossley and District Master Carriers' and Horse and Motor Owners' Association; Bolton and District Horse and Motor Carriers' Association; Burnley and District Road Transport Association; East Lancashire Road Transport Association; Conference of Manchester Carriers; Manchester Transport (Owners') Association, Ltd.; Stockport and District Team Owners' Association; Warrington Horse Owners' and Motor Owners' Association. These effectively cover the Manchester and District area East and South East Lancashire. In accordance with the agreement made through the Joint Road Transport Council and dated February 20th, 1929, governing the regulation of wages for Road Transport, a reduction in wages of 2s. per week should have taken place on the first pay day in August, in accordance with the reduced cost of living figures, as declared by the Labour Gazette for June. The representatives of the employees took exception to the proposal and said they could not allow the 2s. to be taken off. A series of other meetings followed but no tangible result was reached. In view of the position, a special meeting of the General Committee of the Amalgamated Horse and Motor Owners' Association was held and it was decided unanimously that:— "Notices be sent out to the members to post in their stables and garages giving one week's notice to put into operation the reduction which had automatically become due in accordance with the agreement."

The new rates proposed are:—

	Present Rate.	Rate after Reduction.
One Horse Drivers	51s.	49s.
Two Horse Drivers	56s.	54s.
Stable or Garage Hands ...	51s.	49s.
Mechanical Vehicle Drivers—		
Up to 1 ton, Youths ... ... (Not to load more than 15 cwts.)	41s.	39s
Up to 1 ton, Adults	51s.	49s.
1 ton and under 2 tons ...	55s.	53s.
2 tons and over	61s.	59s.
Wagon Assistants and Loaders	51s.	49s.
Steam Wagon Drivers	64s.	62s.
Steam Wagon second man ...	53s.	51s.

The Union representatives stated that they did not agree to the reduction. "This is incorrect," states Mr. J. S. Howarth, "as they agreed to the reductions when they signed the agreement on 20th February, 1929."

Liverpool C.M.U.A.

Interference with natural water supplies for steam wagons on the Northwich and Chester road, was again discussed at the meeting of the Liverpool Area Committee of the Commercial Motor Users' Association on 14th August, when it was decided to submit the matter to C.M.U.A. headquarters. The interference with supplies, it is understood, is on sections of the road where reconstruction work is being, or has been, carried out.

East Lancs. Transport Association.

Following a meeting of the Executive of the East Lancashire Road Transport Association (Blackburn) on 25th August, Mr. T. Fletcher issued a statement dealing with the local strike situation. The statement declares that the employers are insisting on the operation of an agreement on principle. The agreement entered into provides a method of regulation of wages based upon the fluctuation of the cost of living figures and also provides that on the happening of certain events (which it is admitted have happened) the schedule of wages shall be adjusted at certain dates. "To say that the reduction should be the subject of an application and for further agreement as had been stated by one of the chief union officials, is nothing but a quibble" runs the statement.

Manchester Transport Owners' Questionnaire.

The Wages and Labour Executive Committee of the Manchester Transport (Owners') Association has issued a circular to members on the position which has arisen regarding wages of Road Transport Workers in the Manchester District. In February of last year the Transport and General Workers' Union signed an agreement providing for reduced rates of wages operating from the commencement of March, 1929, but the United Road Transport Workers' Association of England refused to attend all meetings or accept any reduction. At that time the majority of the members of the Manchester Transport Owners' Association applied the reduction of 2s. per week, but eight firms declined to do this. From March, 1929, the Lancashire & Cheshire Joint Road Transport Council dealt with all questions of wages and working conditions representing the whole of the employers in Lancashire and Cheshire and the Transport & General Workers' Union, but despite every effort to secure the co-operation of the United Road Transport Workers' Association, persistent refusals were received from the latter Union. In accordance with the agreement adopted by the Lancashire and Cheshire Joint Road Transport Council the employers asked the Transport and General Workers' Union to agree to the 2s. reduction but this they declined to do. Subsequently the eight firms who did not apply the reduction last year brought it into operation from last month and the United Road Transport Workers' Association agreed to these firms doing so, subject to an endeavour being made to minimise short time.

"The position therefore is that the Agreement authorises a further 2/- reduction but the Trades Union will not agree to observe it. The Wages and Labour Executive Committee desire to be guided by the views of every member, particularly as they feel that a settlement might be reached by minuting the reduction as due from the beginning of August but held in abeyance as against any subsequent increase which is likely to arise in the Autumn."

Meanwhile, the following questionnaire has been sent to every member of the Manchester Transport Owners' Association:—

1. Did you apply the reduction of 2/- in March, 1929?
2. If not, have you applied the reduction subsequently?
3. Do you consider that the Agreement for a further reduction of 2/- should be enforced?
4. Do you consider that the amount due should be held in abeyance as a contra against any possible increase later?

This information will be used by the employers representatives at the Lancashire and Cheshire Joint Road Transport Council.

A.H. & M.O.A.—Radcliffe.

At the meeting of the Radcliffe and district members of the Amalgamated Horse and Motor Owners' Association on 27th August, it was decided in response to certain representations, to defer making the wage reduction of 2s (which was due to operate from the following week-end) subject to the matter going to arbitration, the arbiters' decision to be retrospective. The result of the meeting has been communicated to the men's union. There is a desire on the part of the employers to have uniform rates of wages, but to accomplish this it would be necessary to reduce wages in some districts by 4s. per week and in others by 2s. per week. A few transport employers who have introduced the new scale of wages have not experienced any trouble.

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World Agricultural Tractor Trials.

The Public Demonstration in connection with the World Agricultural Tractor Trials, organised by the Royal Agricultural Society of England and the Institute for Research in Agricultural Engineering (University of Oxford), will be held on the estate of Mr. A. T. Loyd at Ardington, near Wantage, Berks., on September 16th-19th inclusive. Thirty-two machines representing seven countries will be taking part.

Operations will be mainly confined to ploughing and all machines will be at work from 10.30 a.m. to 4.30 p.m. on each of the 4 days.

All the machines have undergone scientific tests, a full report on which will appear in a Report and Catalogue which will be on sale, price 1/-.

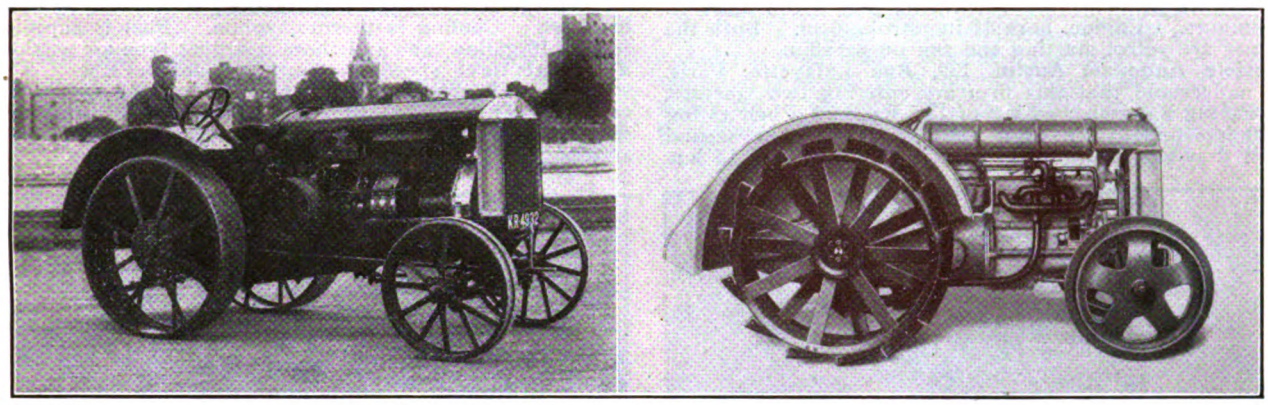
Stations:—Didcot, Steventon, and Wantage Road, G.W.R. Bus Services:—The following pass the Trials ground: Regular Motor Coach Services from London to Stroud and Gloucester, G.W.R. Bus Service from Didcot Station to Wantage, and Oxford Motor Bus Company's Service from Oxford to Wantage via Abingdon.

Agricultural & General Engineers, Ltd., Aldwych House, Aldwych, London, W.C.2. There are entered two tractors the chassis of which are practically identical and manufactured by Richard Garrett & Sons. The difference between the tractors lies in the engines which are manufactured one by Blackstone & Co., Ltd., Stamford, being a spring injection compression ignition engine using heavy oil fuel and the other by Aveling & Porter, Ltd., Rochester, which is a solid injection compression ignition engine using heavy oil fuel. The main frame of the chassis is formed as a rigid body casting mounted on the front axle at the fore-end and carries the back axle in its housing at the rear end. This frame forms a firm foundation for the engine which is mounted at the fore-end with the axis of the crankshaft running fore and aft and at the same time contains the whole of the change speed gear and other working parts of the tractor. As the frame is a self-contained rigid unit any risk of relative movement of the various transmission units is eliminated. Three forward speeds and one reverse are provided. A third shaft is provided in the gear box from which power can be taken off either to the rear or to the side when required. This shaft is clutch controlled. From the gear box the drive is taken through a pair of bevel wheels to the spur pinion shaft which lies across the frame. The pinion on this shaft drives the final spur wheel which is mounted on the differential gear connecting the two halves of the rear axle. A band brake is fitted to an extension of the spur pinion shaft outside the frame. The differential is of the usual bevel type with four pinions. The main driving wheels have cast steel hubs with flanges to which the mild steel spokes are rivetted and the latter in turn are rivetted to the wheel tread which is a solid rolled flange ring; any required type of spud or strake can be attached. The front wheels are of similar construction to the rear. Both pairs are adapted to receive extension rims. The steerage is of the Ackermann type. The drawbar is anchored to lugs on each of the main axle housings and is adjustable. Lubrication is entirely by grease gun with the exception of these internal parts which run in a permanent oil bath.

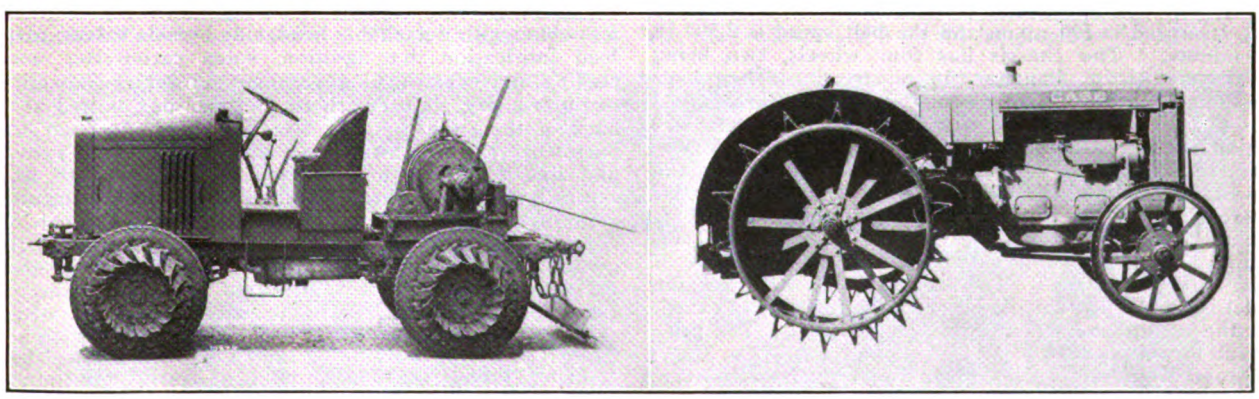
With regard to the engines: the Blackstone high speed spring injection compression engine has four vertical cylinders and is designed for heavy duty. It is robust in every detail and simple in construction and incorporates the well known Blackstone "Spring Injection" device which has met with great success in some 4,000 Blackstone horizontal heavy fuel engines in all parts of the world.

The Aveling and Porter engine is built under "Accro" licence and is fitted with Bosch fuel pumps and injectors. The starting is effected by means of a 6 h.p. starting motor geared to the flywheel.

Associated Manufacturers' Company (London), Ltd., 46-48, Wharfdale Road, King's Cross, London, N.1. Two "Case" tractors are entered, one being model "C" at £248 and the other model "L" at £348. Except in the matter of size and power the specifications are identical. The engine has 4-cylinders and is of the valve-in-head type. It has renewable cylinder sleeves and three bearing crankshaft. It is pressure lubricated through drilled



LEFT: THE AVELING TRACTOR WITH "INVICTA" HEAVY OIL ENGINE. RIGHT: THE NEW FORDSON TRACTOR.



LEFT: THE LATIL KTL TYPE TRACTOR. RIGHT: CASE MODEL "L" 26-40 TRACTOR.

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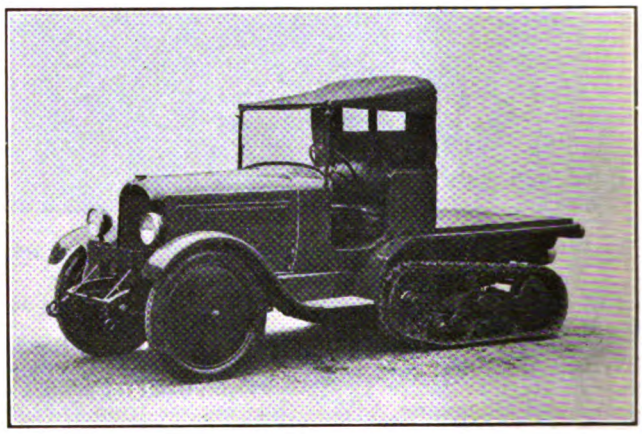
holes in the crankshaft. The fuel is gravity fed from large fuel tanks to the carburetter and there is a combination petrol or paraffin manifold. There is an air cleaner, H.T. magneto with impulse coupling and a centrifugal governor. It has water cooling. The final transmission is by two roller chains driven by sprockets on the differential shaft. All parts are automatically lubricated and entirely enclosed and there is a clutch lever belt pulley brake and a foot operated transmission brake. The clutch is of the twin disc type operated by hand. The drawbar is of the swinging type but can be fixed in position. The speeds of model "C" are 2⅛, 3⅛ and 4⅛ m.p.h. The dimensions are as follows:—Model "C": wheelbase 66 in., width 60 in., front wheels 28 in. by 5 in., rear wheels 42 in. by 12 in. Belt pulley 10¼ in., face 6¼ in., speed 973 r.p.m., belt speed 2,600 ft. per minute. Engine 3⅜ in. bore by 5½ in. stroke. Model "L": speed 2½, 3¼ and 4 m.p.h. Wheelbase 79 in., width 67 in., front wheels 30 in. by 6 in., rear wheels 48 in. by 12 in. The belt pulley diameter 13 in., face 8½ in., speed 780 r.p.m., belt speed 2,650 ft. per minute. Engine, bore 4⅜ in., stroke 6 in. Both the engines are petrol starting and run on paraffin.

Societe Anonyme Austin, 139, Rue Lafayette, Paris. We understand that this firm are entering two tractors, one having a drawbar rating of 12.5 h.p. and a belt rating of 20 h.p. and driven by a petrol engine. The second has a drawbar rating of 11 h.p., a belt rating of 15 h.p.

THE AUSTIN TRACTOR.



THE CITROEN-KEGRESSE TRACTOR.

and is driven by a paraffin engine. The petrol tractor has a 4-cylinder engine, bore 3.75 in., stroke 5 in. with a compression ratio of 4 to 1, a nominal crankshaft speed of 1,200 r.p.m. It has Voltex magneto, a Zenith 36 F type carburetter, forced lubrication, a Tecalemit oil cleaner, a centrifugal governor, an air cleaner, is water cooled and has a 10 gallon fuel tank. The pulley is on the off side and has a diameter of 16 in. and a width of 5 in., its speed is 590 r.p.m. and the belt speed is 2,500 ft. per minute. The chassis has four wheels, two being the drivers 42 in. diameter, 10 in. tread. They have demountable rims with spade lugs. It has a three speed gear box to which power is transmitted through a dry friction cone clutch. Speeds are 1⅝, 2 and 3 m.p.h. forward and 1⅛ m.p.h. reverse. Two independent hand brakes are fitted and the weight is approximately 4,060 lbs. The rear track width is 48 in., front 52 in., wheelbase 70 in., turning circle 8 ft. 1½ in., the drawbar has a vertical adjustment of 7 in. to 14½ in. and a lateral adjustment of 8½ in. with three holes. The specification for the paraffin model is similar to that of the petrol engine model except that the engine compression ratio is 3.5 to 1. The price of each model is £210.

Citroen Kegresse, Ltd., Citroen Building, Brook Green, Hammersmith, London, W.6. The firm has entered one tractor, as illustrated, known as type P.10. The feature of this tractor is the Kegresse-Hinstin endless band attachment which takes the place of the normal rear driving wheels. The weight carrying axle extending the full width of the vehicle is connected to the chassis frame by long semi-elliptic springs. On each end of the axle is pivotted a main compensating beam, at the ends of which are mounted compensating levers which in turn carry at each extremity a spindle on which is mounted a twin weight carrying roller. These rollers run along the path formed by the inner surface of the endless band. The drive is transmitted to the endless band by driving pulleys at the forward end of the attachment. Lugs on the periphery of the pulleys engage with driving teeth spaced along the inner surface of the band. The drive is transmitted from the engine through a normal gear box, cardan shaft and bevel back axle with differential but a two speed gear is provided between the outer ends of the half axle shafts and the driving pulleys thereby duplicating the gear ratios available in the normal gear box. The bands themselves consist of an endless belt of rubber and canvas which is the main member of the band. To the inner surface of this belt are bolted driving teeth and the tongues which act as guides to hold the band in tension. To the outer surface are bolted light metal shoes which protect the belt. The engine is 12.8 h.p. Citroen 4-cylinder, 72 m.m. bore by 100 m.m. stroke developing 27 b.h.p. at 2,500 r.p.m. The maximum drawbar pull is 3,000 lbs.

Ford Motor Company, Ltd., Trafford Park, Manchester. The new Fordson tractor, as illustrated, has a 4-cylinder engine cast en bloc, bore 4⅛ in., stroke 5 in. It is splash lubricated, the circulation being maintained by oil thrown off the flywheel by centrifugal action, with ducts to main bearings. Cooling is thermo-syphon. Fuel is supplied from a 16 gallon tank and there is a float type air washer. There are three speeds forward and one reverse. The speeds are 1.53, 2.81 and 6.93 m.p.h. forward and 2.69 m.p.h. reverse. The foregoing are the standard gear ratios and reduced gear ratios are supplied for special purposes such as ploughing.

Latil Industrial Vehicles, Ltd., 11, Albert Embankment, London, S.E.11. The tractor to be entered for this trial is the type "KTL" as shown in the photograph. It is described as the agricultural and forestry type. The photograph shows a powerful winch fitted for forestry work but the machine entered for the trials will not be so fitted. It has a 4-cylinder engine 90 m.m. bore by 130 m.m. stroke. Rated at 20 h.p. The cylinders are monobloc with detachable head, side by side valves, forced feed lubrication, h.t. ignition, solex carburetter, pump cooling and centrifugal governor. Power is transmitted through a dry plate clutch to the gear box bolted at the back of the engine. The box is divided into two compartments the forward of which contains three forward and one reverse gears operated by a ball gate lever, centrally placed on the gear box. The rear compartment contains a high and low ratio set of gears operated by a second lever also mounted on the gear box cover thus giving a range of six forward speeds and 2 reverse. From the gear box power is transmitted from the main gear shaft through cardan shafts to differentials mounted in cases which are bolted to the chassis cross members. From the differentials universally mounted driving shafts transmit the drive to all four wheels through internal toothed gears forming the final reduction. These gears are enclosed in oil tight casings. Steering is on all four wheels. Special attention has been given to the springing and there are both foot and hand brakes. The wheels can be supplied as follows:—(1) Forestry wheels with fixed adhesion plates. (2) Disc wheels fitted with Dunlop S.S. 36 in. by 6 in. pneumatic tyres for roadwork. (3) Special wheels provided with folding adhesion blades to work in conjunction with pneumatic equipment for mixed service on hard or soft ground.

Linke-Hofmann-Busch-Werke, Breslau, Germany. In this machine the gear casing is connected with the engine by a flange and together with the engine forms the body of the tractor which is rigidly braced and protected against deformation of the frame. It is fitted with tracks in lieu

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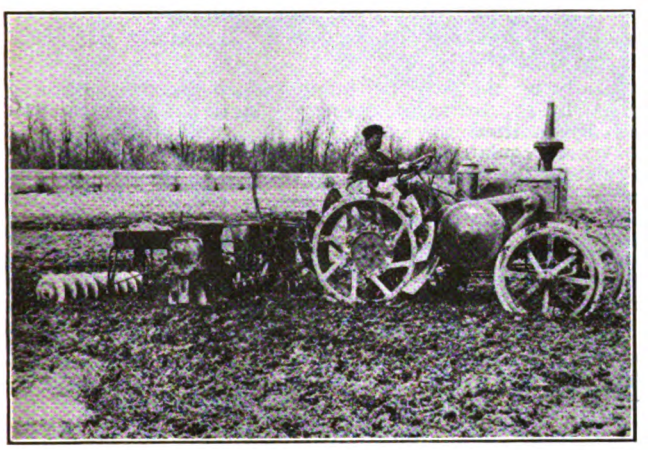
of wheels and the track roller frames can, on the rear end, move both up and down independently of each other by means of two cranked swinging axles which are separated and mounted on either side of the gear casing consequently they can adapt themselves to uneven ground. The two frames are connected by a transverse bearing spring supporting the weight of the engine. The bearing pin spring also swings round a cross pin of the engine. The power of the engine is 50 h.p. and is designed for either petrol or paraffin. It has four cylinders and a removable cylinder head. The bore and stroke of the petrol engine are 110 m.m. and 160 m.m. respectively and those of the paraffin engine 120 m.m. and 176 m.m. respectively. Lubrication is by pump through an oil filter and there is a special oil cooler. Cooling is by pump. There are a centrifugal governor, Bosch magneto and a dynamo lighting installation supplying three searchlights. The carburetter is a Pallas. The dimensions are:—overall length 10½ ft., width 5¼ ft.

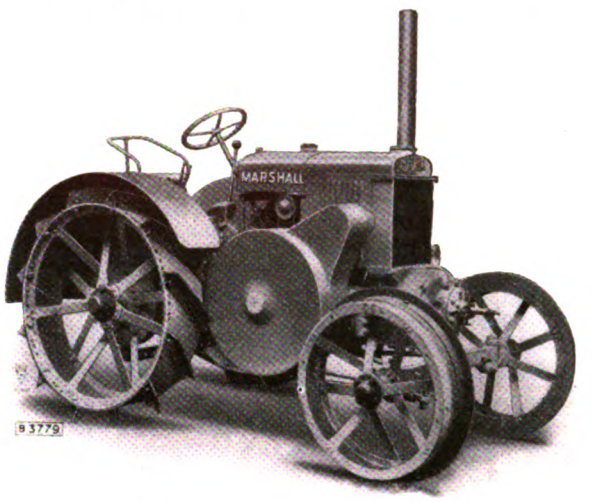
Locomobile Engineering Co., Ltd., 68, Victoria Street, London, S.W.1. The Lanz Bulldog tractor is fitted with a two stroke horizontal crude oil engine 8⅞ in. bore by 10¼ in. stroke. It is a slow speed engine, the normal revolutions being 500 r.p.m. Ignition is by hot bulb heated by blow lamp or started by an electric device. Cooling is



THE LANZ AGRICULTURAL TRACTOR.

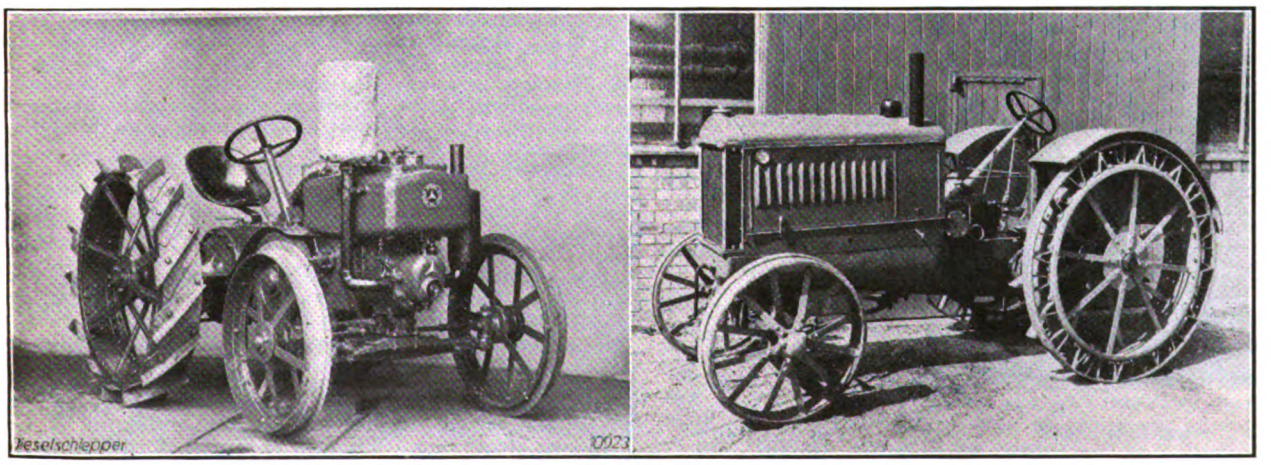
thermo-syphon assisted by radiator and fan. The air cleaning arrangement is a combination of centrifugal force and an oily fibre padding. Lubrication is forced. Power is transmitted through a Ferodo lined clutch to a gate change gear box with three forward speeds and one reverse. The final drive is through differential gear. Steering is by worm and sector. The fuel used is crude oil or residual oils, gas oil, or paraffin. The consumption of fuel is about ½ lb. per b.h.p. hour. The fuel tank holds 13½ gallons. There are hand, foot and clutch brakes. On the near side there is fitted a pulley to the crankshaft, 27 in. by 6¾ in. The total length of the tractor is 10 ft. 5 in. for the farm type and 10 ft. 1 in. for the road type. The dimensions of the wheels are:—front 3 ft. 5 in. with centre ring, front wheel rim diameter 3 ft., rear wheel diameter with road bands 4 ft. 6¾ in., rear wheel rim diameter 3 ft. 9 in. For the road tractor, wheel dimensions are as follows:—Front wheels with single tyres 2 ft. 6¼ in., the rear wheel diameter with twin tyres 3 ft. 5¾ in.

Marshall, Sons & Co., Ltd., Britannia Iron Works, Gainsborough. The Marshall diesel oil tractor taking part in the trials is rated at 15/30 h.p. and is primarily designed for ploughing and cultivating operations as well as for the general haulage services incidental to farm work. It is fitted with a single cylinder, horizontal two stroke cold starting engine built into the frame of the tractor. It is a simple engine having few working parts, low operating costs, no magneto, no sparking plugs, no starting lamp, no hot bulb. The normal power of engine for belt work is 27 b.h.p. The cylinder has an 8 in. bore and a 10½ in. stroke. The engine speed is 550 r.p.m. The cylinder is fitted with a liner easily removable. Fuel consumption is about .48 lb. per b.h.p. per hour. A driving pulley 26¾ in. diameter by 7 in. wide is fitted. Cooling is by radiator, pump and fan. There is a three speed gear



THE MARSHALL DIESEL OIL TRACTOR.

giving 2, 3.25 and 5 m.p.h. forward and 2.5 m.p.h. reverse. The drawbar pull is approximately 3,000 lbs. when ploughing in low gear. The vertical adjustment of the drawbar is approximately 14 in. and the horizontal adjustment 27 in. The weight of the tractor is 2 tons 17 cwts. approximately. The front wheels are 2 ft. 9 in. diameter by 7 in. wide. The hind wheels are 3 ft. 10½ in. diameter by 12 in. wide. The total length is 10 ft. 3 in., width about 5 ft. 9 in. Power is transmitted through a cone clutch. The gearing is completely enclosed and runs in an oil bath. There are two brakes, one on the transmission and the other on the rear axle.



LEFT: MERCEDES-BENZ SINGLE CYLINDER TRACTOR. RIGHT: THE BLACKSTONE DIESEL ENGINE TRACTOR.

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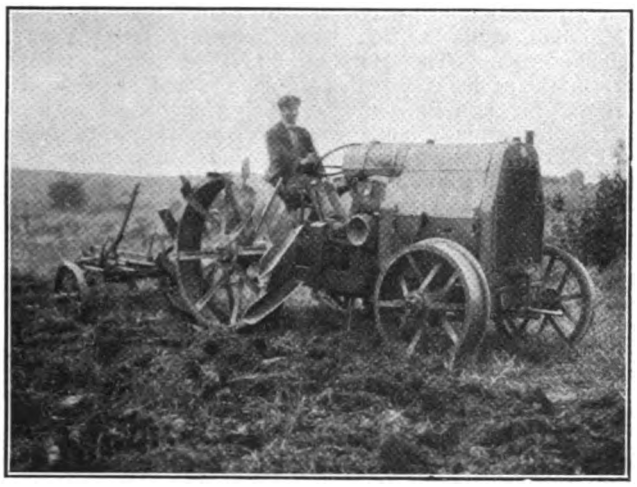
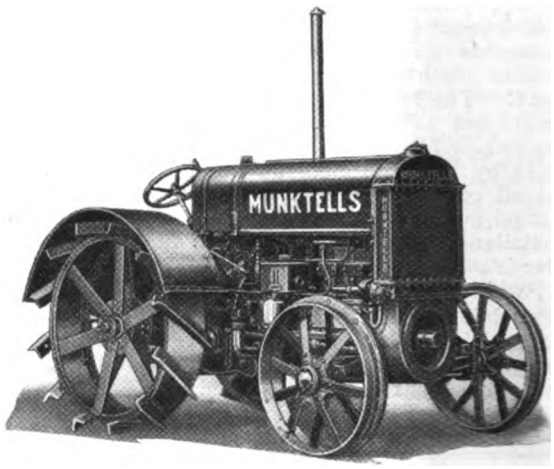
J. & H. McLaren, Ltd., Midland Engine Works, Leeds. The firm have entered two tractors, one being a two cylinder diesel tractor manufactured at the firm's works at Leeds and the other a single cylinder diesel tractor manufactured by Daimler-Benz Aktiengesellschaft, Stuttgate-Unterurkheim. The price of the M.D.B. 2-cylinder



THE MCLAREN DIESEL OIL TRACTOR.



THE MUNKTELLS CRUDE OIL TRACTOR.

30 b.h.p. tractor is £500, and of the Mercedes Benz single cylinder 26 b.h.p. tractor £360.

Munktells Mek. Verkstads Aktiebolag, Eskilstuna, Sweden. The Munktell tractor is built in two models, one of 22/26 b.h.p. and the other 30/36 b.h.p. The frame is composed of the engine crankcase and the gear box which are bolted together and form one body. The power unit consists of a twin cylinder two stroke vertical crude oil engine. The hot bulbs are heated in two to three minutes by quick heating burners. There is a container for the compressed air required for the burners which is charged up automatically from the rear cylinder. Starting is effected by compressed air by simply opening the starting valve on the front cylinder. No turning of the flywheel by hand is required to start the engine. The engine fittings include the air purifier, governor and fuel pumps. The fuel is injected into the combustion chamber automatically by the two fuel pumps which are fitted on and driven by a centrifugal governor placed on the gear box and driven from the crankshaft by bevel gearing. The governor regulates the stroke of the pump plungers thus regulating the supply of fuel in relation to the load on the engine and maintains revolutions at 700 per minute for the 22 h.p. tractor and 650 per minute for the 30 h.p. tractor. Power is transmitted through a disc clutch working in oil. The gear box provides three forward speeds and one reverse. The transmission is entirely by spur gear. The belt pulley is fitted on the clutch shaft. Steering is by worm and segment.

Personal Notes.

Worshipful Company of Carmen.—Mr. George Henry Lloyd, of the firm of A. C. Lloyd, Bonded Carmen and Cartage Contractors and Customs House Agents, 3, Tower Hill, London, E.C.3, has been elected Master of the Worshipful Company of Carmen for the current year. Mr. Ernest Edward Coxhead has been elected Senior Warden and Mr. William Austin Balls, Junior Warden. Mr. G. H. Lloyd was elected to the Court of Assistants in the early part of 1919, being elected Master in July, 1922, so that he now occupies the Master's chair for a second time. The business of A. C. Lloyd, which is carried on by Mr. G. H. Lloyd and Mr. C. J. Lloyd, was established as long ago as 1810 and is one of the oldest and most respected firms in the trade.

MR. G. H. LLOYD.

Worshipful Company of Coachmakers.—At a meeting of the Court of the Worshipful Company of Coachmakers on September 1st, the following gentlemen were elected Master and Wardens for the ensuing year:—Master, Mr. William Lawton Goodman, F.I.B.C.M.; Senior Warden, Mr. Sydney Norris, F.I.B.C.M.; Renter Warden, Mr. A. F. Farish; Junior Warden, Mr. S. F. Connolly.

Falkirk Transport Appointment.—Mr. James J. Marshall has been appointed general manager of the Falkirk and District Traction Company. Mr. Marshall was formerly advertising and touring manager of the Scottish General Omnibus Company, Limited, and for four years prior to that filled the position of assistant manager to the Dunfermline Traction Company.

Tramways, Light Railways and Transport Association.—Col. Sir Joseph Nall, D.S.O., and Mr. H. England have been elected vice-presidents of the Tramways, Light Railways and Transport Association.

Rhodesian Railway Commission.—Mr. Roger Gibb has been appointed chairman of the Rhodesian Railway Commission and will leave for Rhodesia shortly.

L.M.S. Appointment.—The London, Midland and Scottish Railway announces the appointment of Mr. A. W. Hamer, assistant divisional controller of passenger services, office of the divisional superintendent of operation, Crewe, to be assistant district traffic superintendent, Swansea.

Stockport Transport Appointment.—Mr. C. F. Wolsey, one of the chief assistants in the Traffic Department of the Sheffield Corporation has been chosen for the post of traffic superintendent of the Stockport Corporation Tramways Motor Services.

For Hong Kong.—Mr. Eric Mitford, who has been assistant engineer of Gateshead Tramways for several years, leaves this month for Hong Kong, where he is taking up an appointment as assistant engineer with the Hong Kong Tramways.

Shipping and Forwarding in Australia.—We have received with pleasure a visit from Mr. F. J. Winn, the proprietor of the business of Morris, Middleton & Co., Customs, Insurance, Shipping & Forwarding Agents, of Sydney, New South Wales, and have had the opportunity of discussing with him the position of transport in the Australian Commonwealth. Mr. Winn, who has been travelling on the Continent, will have left for Australia by the time this issue of our journal is published and he will be pleased to hear from any firm of Shipping & Forwarding Agents in this country who wish to appoint agents in Australia.

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Better Transport Leads to Bigger Trade.

Most people would regard a transport department as the tail end of a business however necessary and efficient it may be, and to assert that bigger and better transport can increase the business it serves would be tantamount to claiming that the tail can wag the dog. Yet however paradoxical this may seem it has undoubtedly proved to be true in the experience of many business firms, especially those manufacturers or distributors of foodstuffs to whom efficient transport is of the greatest importance.

SOME OF ALLMEY & LAYFIELD'S "THORNYCROFTS."

The experience of Allmey & Layfield Ltd., of Liverpool, is a typical example of the value of a virile transport "tail." This firm is very well known in the confectionery and allied trades as manufacturers on a very large scale of almond products, marzipan, icing and castor sugars, fondant, and all classes of confectioners' materials. They are also one of the oldest firms in this branch of the trade, dating from 1857, but it is evident they are also progressively-minded and utilize up-to-date methods by a study of their transport activities.

It was about fifteen years ago when they first employed motor transport to supplement their horse drawn vehicles and very quickly discovered the value of the quicker deliveries this afforded, enabling their goods to be distributed in fresher condition, coupled with better facilities for the collection of empty packages. These benefits were also very quickly appreciated by the firm's customers and the then new venture proving so mutually satisfactory it was not long before more motor vehicles were put into service. In recent years, in spite of the difficult period it has been to many firms in the confectionery and allied trades, Allmey & Layfield Ltd. have steadily increased their turnover and their motor transport fleet now includes six modern types of Thornycroft lorries, four being of the very latest six-wheeler type shown in our photograph outside the firm's premises.

From Liverpool they already run these vehicles regularly to all their customers within a radius of approximately 100 miles, which includes practically the whole of the Northern Counties and extends into the Midlands as far as Nottingham and to Leicester and Kidderminster in the South. We understand they have every intention of extending their transport operations even farther afield in the confident belief that by keeping in close and regular touch with a wider circle of users of their products and assuring them of the inestimable advantages of regular supplies of first quality materials in absolutely fresh condition, they will cultivate an increased demand leading to a commensurately larger manufacturing output. It is by no means exceptional for an efficient transport fleet to stimulate a business in this way and while Allmey & Layfield Ltd.'s vehicles have done this so successfully it goes without saying that the quality of their products has all along been of an equally high standard by which reputation they are so widely esteemed in the confectionery and allied trades.

The fact that they are now standardizing on Thornycroft motor vehicles for their motor transport fleet is a tribute to this well-known British make produced by the well-known firm of John I. Thornycroft & Co., Limited, who were the pioneer manufacturerers of commercial motor vehicles in 1895, and have since been responsible for most of the developments which have resulted in the many efficient types in general use to-day, particularly the six-wheeled type of motor vehicle which possesses almost as many distinct advantages over four-wheeled lorries as do pneumatic tyres, now fitted to all Thornycroft vehicles, compared with the old-time solids.

The American Railroads and Road Transport.

In the United States there has been a forty-four per cent. gain in motor bus transport during the past five years, notwithstanding an increase of eighty-two per cent. in motor vehicle taxation during that time. This high taxation is said to be a danger to the shipper over both highways and the rail. The railroad companies are so heavily interested in bus and motor truck routes to-day that punitive taxation on highway transport becomes, in effect, a general levy on the cost of transport. Steam railroad lines are now operating 2,265 buses, and more than 70 railway companies are using between them 5,861 motor trucks.

The bulk of passenger competition with the railways comes from the private motor car. The Interstate Commerce Commission recently estimated railway passenger losses to be chargeable to the motor car to the extent of fifty to ninety per cent. of the loss. On the other hand those railways that serve suburban districts have gained enormously through the private motor car because of the increases in population radiating out from most suburban stations.

The attitude of the American railway companies toward the question of road transport, was recently outlined by Mr. George Hannauer, President of the Boston and Maine Railroad, who said that the railroad is the logical agency to operate motors on the highways between places within the area it serves. It can use the highway or the rail, whichever best fits the job, service and cost considered. It can co-ordinate the two so that passenger, mail and parcel traffic will receive through rail-highway transport, with undivided responsibility. Railway operation of highway motors for hire will also facilitate a desirable public regulation.

The paramount use of the highway being by the passenger motor car, it must be determined if it is economically sound to build highways stronger and wider, at great expense, in order that commercial vehicles may not delay and endanger the passenger car, or whether it is better to reduce the size and accelerate the speed of the commercial vehicle so that it will approximate to the dimensions, the weights and the speed of the larger private cars.

Many of the services now operated on the highways in the United States are at present working at a loss. This is a factor that is receiving increasing consideration. The business is still far from being stabilised, except in the hands of a relatively few concerns.

Mr. Hannauer is convinced that the railroads should commence experimenting extensively with passengers and freight motors on the highway as a part of their service in order that rail and highway transport may each find its proper sphere.

Practical traffic men, railroad officials, and students of transport are all agreed that the railroad is, and will remain, the principal transport medium for inland movement in the United States. The task now is to co-ordinate effectively the functions of rail and highway transport and to endeavour to steer the development of highway motor vehicles along sound lines.

Motor Lorries for the Conveyance of Livestock.— Steps were taken recently by the Irish Livestock Exporters and Traders' Association, of Dublin, to arrange for the conveyance in future of cattle, sheep and pigs by motor lorry from fairs and markets held in the Irish Free State to the ports of Dublin, Cork, and Waterford, for export to Great Britain.

"Safety First" Wins. — Since "Safety First" Week there has been a marked decrease in accidents, fatal and otherwise, in the Merseyside area. This is attributed to the efficacy of the concentrated propaganda in that week. Liverpool Health Committee has decided to renew its annual subscription to the National "Safety First" Association in respect of 252 drivers in the veterinary department.

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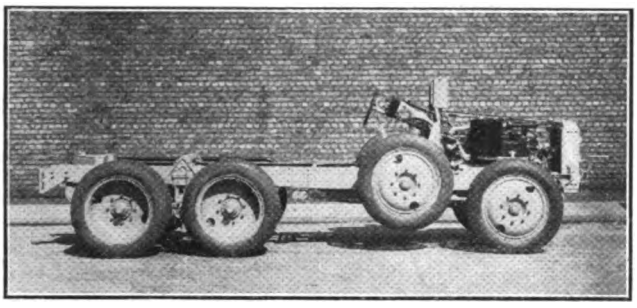
News from all Parts.

Fordson Roadless Tractor on Peat.—The September issue of "The Roadless News," published by Roadless Traction, Ltd., Gunnersbury House, Hounslow, Middlesex, contains an interesting article describing how a Fordson Roadless tractor operated very successfully over some peat areas in Scotland. The area in question was covered by peat about 25 feet in depth over which ordinary wheeled vehicles or tractors were unable to operate. The softness of the surface may be gauged by the fact that the peat under average conditions consists of about 93 per cent. of moisture. A wooden swamp shoe was devised for attachment to the track of a Fordson Roadless tractor. A tractor chassis was supplied to Roadless Traction, Ltd., by R. Pratt, Limited, of Sutton, the well-known Fordson dealers, and the tractor was then fitted with the Roadless equipment and sent to Scotland where the swamp shoes were fitted to a design produced in the drawing office of Roadless Traction, Ltd. The Fordson Roadless tractor having a large clearance between the track and the tractor chassis permitted the employment with certain minor modifications of a swamp shoe, 30 inches wide, which reduced the pressure per square inch to the required figure. The tractor not only performed all that was asked of it, but proved to be capable of doing many things which were not expected or anticipated in the least.

New Crossley Armoured Car.—Crossley Motors, Ltd., Gorton, Manchester, are producing for the Government

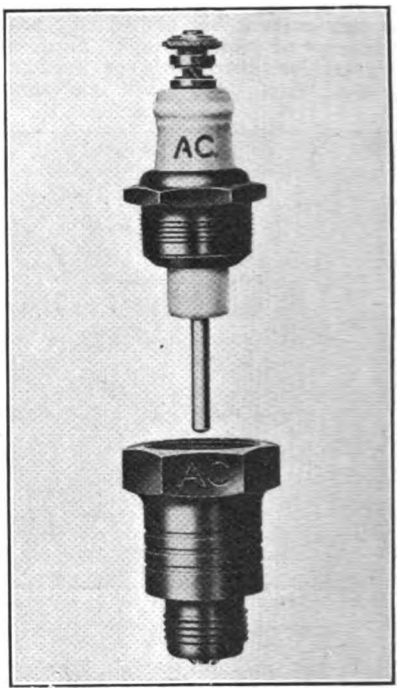


THE NEW SIX-WHEEL SIX-CYLINDER CROSSLEY ARMOURED CAR CHASSIS.

a new armoured car in which are incorporated a number of new and important features. These can only be described briefly for obvious reasons. This vehicle has a six-wheeler chassis with a six-cylinder engine rated at 38.4 h.p., bore and stroke being 4 in. by 5½ in. It has a seven bearing crankshaft, dry sump lubrication. In addition to the normal 4-speed gear box there is an auxiliary box for giving an extra low range for use under extreme conditions. The rear axles are of the fully floating type. Marles type steering is used. The clutch is a single plate type with Ferodo driving discs. There are two petrol tanks—one on dash and one at the rear, each having a capacity of 25 gallons. Springs are semi-elliptic. Twin wheels are fitted at rear. The body has been constructed specially to carry two machine guns, one of which is fitted into a revolving tower on the roof. Wireless equipment is carried. The walls of the car are fitted with special panels through which rifles can be fired. Another model of interest which Crossleys are producing is a troop carrier capable of travelling at high speeds over rough country. These vehicles are lightly armoured and are designed to carry a machine gun which can be used either against air or ground attack. The 20/60 h.p. chassis is used for these vehicles.

St. Helens Corporation Tramways.—The Accounts for the year ended 31st March last of the St. Helens Corporation Tramways shows that the nett profit for the year amounted to £7,708 2s. 11d. The whole of this has been carried to the renewals fund to meet the heavy expense to be incurred in the conversion of the St. Helens to Haydock tramway route to trolley vehicle operation, such cost being estimated as £23,898. Total revenue for the year was £104,775. This is only the second occasion since the undertaking was founded in 1881 on which the revenue during any financial year has exceeded £100,000. The previous occasion was during the boom year of 1921, when the revenue was £109,825. Passengers carried during the year numbered 12,363,600. Operating cost per mile during the year was:—Trams, 17.97d.; buses, 10.76d.; trolley vehicles, 10.10d. Both revenue account and nett revenue account charges are included herein.

AC Commercial Plugs.—The AC-Sphinx Sparking Plug Co., Ltd., Bradford Street, Birmingham, announce a series of four AC long life commercial plugs, developed expressly to give long efficient service in present day high speed, high compression engines. The sectional photograph shows the construction of this new range of plugs, the insulator being particularly massive, while the centre electrode is 5/32 in. diameter. In accordance with the patented AC process, the insulator is sealed into the gland nut while the latter is at a bright red heat, thus the two are permanently shrunk together and, as in subsequent service, nothing like such a temperature is reached; it is claimed that there is no possibility of gas leakage. The firing points are of "Isovolt" metal which has the characteristic of reducing the voltage required to give a spark at the points. This facilitates starting and also gives greater resistance towards sooting and oiling up.



SHOWING THE CONSTRUCTION OF THE NEW RANGE OF AC-SPHINX SPARKING PLUG.

Southdown Motor Services.—An extraordinary general meeting of Southdown Motor Services, Limited, will be held on September 18th next to consider resolutions that: (1) the articles be amended; (2) the capital be increased to £276,250 by the creation of 75,000 new Ordinary £1 shares; and (3) £75,000, part of the reserve fund, be capitalised and applied in distributing to Ordinary shareholders registered on September 18th, 75,000 new Ordinary £1 shares in the proportion of one new Ordinary share for every three existing Ordinary shares (whether of £1 or 1s.), fractions to be sold.

"A Flying Start."—Mr. Mangan's Pucka Shakhari won the Maynooth Plate at the Phoenix Park Meeting, whilst the same owner Mr. Mangan's Pucka Ranee won the Galway Plate with Pucka Shakhari third in the same race. This represented an excellent start for the new horse-box which Mr. Mangan has just put into service and in which these horses were conveyed to the meeting. The chassis is a Willys-Commercial 6-cylinder 30-cwt., the horse-box is detachable leaving a special low-loading lorry which is supplied with drop sides for general haulage and farm work. The complete vehicle was supplied by Messrs. R. Callow & Sons, Westland Row, Dublin, the Willys Overland Crossley Distributors for the Irish Free State.

P.L.A. Canadian Tour.—In the interests of the trade of the Port of London and in pursuance of their policy of maintaining personal contact with overseas traders, particularly those in the British Empire, the Port of London Authority have decided to send Mr. A. E. Wildey, their Public Relations Officer, on a tour of Canada. Mr. Wildey, who sailed on Saturday last, will deal with the subject either by the way of address, lantern lecture or cinematograph film. He will attend meetings, which have been arranged by various Canadian Boards of Trade and Chambers of Commerce in the principal cities and towns from Quebec to Vancouver as well as in Newfoundland. A feature which is materially affecting the activities of the Port and will be specially emphasised, is the steady expansion of the London Market, consequent upon the greater industrialisation during recent years of the South of England and the environs of London; in short, there are increased opportunities for the sale of Dominion produce in the great London Market by reason of its larger and more prosperous population. It will be recalled that last year one of the Authority's Principal Officers undertook a tour of Australia and New Zealand.

(*Continued on page* 607.)

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Unification of Custom House Formalities.

At the third Biennial Session of the International Federation of Forwarding Organisations, held at Antwerp in June last, and reported in our July issue, **MR. PAUL DUMONT,** Vice-President of the International Federation of Forwarding Agents and Managing Director of the "Schweizerischer Spediteurenverband" at Berne, read a very interesting Paper on the unification of custom house formalities.

He said that they all knew that the international exchange of commodities was extremely hampered, not only by protective duties to be found in existence all over the world, but also by exaggerated formalities in regard to Customs clearance operative in various countries. Many such formalities were unnecessary, unprofitable, excessive and arbitrary.*

The International Chamber of Commerce had successfully and energetically taken the initiative in the movement to obtain simplification and approximation of Customs formalities in the various countries and had taken note of the Customs House formalities to be complied with. At the suggestion of the International Chamber of Commerce the League of Nations had convened a Conference for the purpose of considering the simplification of Custom House and similar formalities which met at Geneva under the Chairmanship of Lord Buxton in 1923, and as the result of those proceedings an International Convention relating to the simplification of Customs formalities was drawn up.

This Convention contains thirty articles of which the first sixteen provide arrangements regarding the simplification and unification of Customs House formalities. This Agreement was accepted by the following 33 States: Union of South Africa, Germany, Austria, Belgium, Brazil, Chile, Egypt, The British Empire, Spain, Finland, France, Greece, Italy, the Kingdom of the Serbs, Croats and Slovenes, Lithuania, the Protectorate of the French Republic in Morocco, Portugal, Luxemburg, Siam, Switzerland, Czechoslovakia, the Regency of Tunis, Hungary, and Uruguay. All these States had ratified the Convention. Curiously enough the plenipotentiaires of Denmark, Norway, Sweden and the Netherlands were absent on the signing of the Agreement. Probably the apparently uninterested attitude adopted by the Netherlands may be due to the custom house system of that country being somewhat primitive, under which high duties are paid only upon alcohol, tobacco and sugar, their whole Customs Tariff containing but 150 paragraphs, whereas the French Tariff comprises more than three thousand.

The chief aim of the Convention is explained in Article 1 which purports:—"The Contracting States, with a view to applying between themselves the principle and the stipulations of Article 23 of the Covenant of the League of Nations with regard to the equitable treatment of commerce, undertake that their commercial relations shall not be hindered by excessive, unnecessary or arbitrary Customs or other similar formalities. The Contracting States, therefore, undertake to revise, by all appropriate legislative or administrative measures, the provisions affecting Customs or other similar formalities which are prescribed by their laws or by rules, regulations or instructions issued by their administrative authorities, with a view to their simplification and adaptation, from time to time, to the needs of foreign trade and to the avoidance of all hindrance to such trade, except that which is absolutely necessary in order to safeguard the essential interests of the State."

Although that International Convention had been valid for many years and it was generally agreed that it was designed to fill a very real need, its effects had not proved to date to be easily perceivable. There were hardly any indications of the suggested improvement and revision of existing Customs regulations. Some countries, for instance Switzerland, had before the Conference already adopted the various points on the programme, and held the opinion that it was out of the question to contend that excessive, complicated or arbitrary formalities are in operation in their case. On the other hand elsewhere there was necessity for revising the Custom House regulations in many respects.

Although the Convention had been ratified by most of the European States, again and again complaints were made that international commerce was seriously damaged owing to Customs formalities in many countries.

Mr. Dumont said he had studied thoroughly the records of the Geneva Conference on the subject. The records filled two handsome volumes and showed that many clever and prudent phrases were exchanged which were worthy of being put into practice.

From a general view of the present situation regarding Customs formalities it appeared that not much progress had so far been made.

Turning to the less important points a number of facts emerged which tended to cause complications and difficulties in regard to the international traffic, for instance, the variation in the time allowed for the entry for the clearance, the different days being free of charges for warehousing; the varied times goods were kept in public bond; the discrepancies in the orders concerning "unclaimed merchandise."

Complaints were also made, by no means groundless, as to the exorbitant extra charges made being out of proportion to the services rendered. He would only enumerate the charges made for certifying invoices and certificates of origin, for the declaration of imported and exported goods, for setting up commercial statistics, and in that connection he would like to say that, as had already been pointed out by the International Chamber of Commerce, the demand to produce certificates of origin and legalised invoices was often more strict than was necessary and was occasioning loss of time and unjustifiable difficulties.

(To be continued.)

* This criticism is opportune. In the International Convention relating to the simplification of Customs formalities it is stated ". . . desiring to give effect to the principle of the equitable treatment of commerce laid down in Article 23 of the Covenant of the League of Nations, convinced that the freeing of international commerce from the burden of unnecessary, excessive or arbitrary Customs or other similar formalities would constitute an important step towards the attainment of this aim. . ."

Southampton Docks.

THE "peak" of the passenger season this year at Southampton Docks, which has just been passed, witnessed the establishment of several new records in this sphere of the Port's shipping activities. The handling of the world's four largest liners, all homeward bound from New York, within the space of 25 hours constituted but one of the record feats accomplished in connection with ocean passenger traffic. Recent shipments of timber from Baltic and North Pacific ports have been very heavy and the end of the year should see much of the additional storage accommodation at the Docks utilised by this traffic. One of the North Pacific arrivals of a particularly interesting nature was the East Asiatic Company's new ship "Amerika," which called at the Docks on her maiden trip to land passengers and discharge a large quantity of lumber and general cargo. The construction of four great trunk roads in Britain to facilitate the transport of heavy merchandise has been advocated. A report issued by the promoters of the scheme states that of the four roads proposed one linking Southampton and London is considered to be most important in view of the large and rapidly growing trade with the United States. This statement calls attention to the ever-increasing importance of Southampton in respect of freight traffic and developments in connection with the scheme will be awaited with interest.

More Quay Room.—Newcastle Corporation is stated to have under consideration a scheme for a further quay extension of about 700 ft., forming part of an ultimate extension of 2,000 ft. It is proposed to provide a depth of 30 ft. at low tide, and to equip the quay with electric cranes, railway lines, and transit sheds.

American Shipping Contract for Germany.—The Standard Shipping Company of New York (Standard Oil Company) has placed with three German ship building firms orders for six motor tank vessels, each of 16,200 tons, says Reuter's Cologne correspondent. The vessels are to be engined with Diesel motors.

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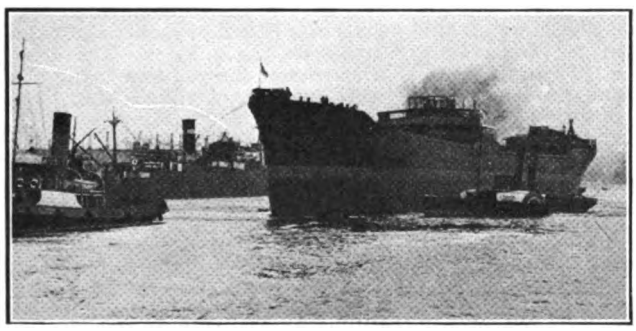
News from the Ports.

Mexico. Tariff Changes.—Reuter's Trade Service learns from Mexico City that a Presidential Decree (effective August 11th) amends the import duties on a number of articles including certain railway rolling-stock (passenger coaches and locomotives, railroad cars and platforms), which, for the present, have been placed on the free list. Considerable reductions are also notified in the duties on floss silk, silver in sheets and carbonate of potassium and soda, while increased rates are imposed on cod-fish, edible vegetable fats, and certain other foodstuffs.

Nicaragua. Increase in Import Duties.—According to a Reuter's Trade Service message from Managua, the Executive has approved increases in import duties made by the Nicaraguan Congress, to become effective on September 8th, on a number of articles, including muslins, silks, liquors, wines, tobacco, gasoline, naphtha, perfumery, and passenger motor cars valued at 1,500 dollars (£300) or more.

Blyth's Claims.—Among claims made for Blyth in a development handbook issued by the Corporation are that it has the lowest harbour dues on the N.E. Coast; rates among the lowest in that area; cheap land, water, gas, and electricity, with first-class transport facilities by road, rail, and sea. Within a radius of seven miles from Blyth port office there are 40 coal mines; and during last year over 5,500,000 tons of coal were shipped from the port.

Launch of Up-to-Date Tanker. Features of Latest Anglo-American Vessel.—An entirely new vapour system, developed and patented by the owners, is a feature of the



Photo] [Newcastle Evening Chronicle.

THE ANGLO-AMERICAN OIL COMPANY'S MOTOR TANKER "CHEYENNE," AFTER BEING LAUNCHED AT PALMERS, JARROW-ON-TYNE.

motor tanker, "Cheyenne," 12,400 tons deadweight, launched recently at Palmers' yard, Jarrow-on-Tyne, for the proprietors of Pratts spirit. The vessel is one of the largest single-screw motor tankers afloat and embodies the latest ideas in tanker design. Summer tanks are dispensed with, there being two fore-and-aft bulkheads. A sprinkler system will keep the decks wet in hot weather so as to cool the cargo and thus supplement the new vapour system in reducing losses by vaporisation. The crew will be accommodated in cabins aft, no cabin housing more than two men. The "Cheyenne" will be capable of carrying 11,500 tons of motor spirit and oils of 30 different grades and she will be able to discharge her own cargo automatically in less than 24 hours. Messrs. Doxford, Sunderland, are the makers of the patent opposed-piston motors which develop 3,600 brake horse-power at 90 revolutions a minute.

White Star Line's Winter Cruises.—The White Star Line's Winter Cruise programme from Great Britain for the coming season has been greatly extended to meet the growing demand for holidays at sea, and includes three interesting and attractive tours to the Atlantic Isles, Spain, Portugal, North Africa, the Riviera and Italy. The "Laurentic," a triple screw steamer of 19,000 tons will make a special Christmas Cruise from Liverpool, December 18th, and from Southampton, December 20th, to Las Palmas, Teneriffe, Madeira, Cadiz and Lisbon. Christmas Day will be spent in the lovely harbour of Las Palmas. Shore excursions to places of interest will be arranged at all ports of call, and from Cadiz a special train will convey the party to Seville, one of the most fascinating of Spain's historic cities. The "Laurentic" is due back at Southampton on January 6th and at Liverpool, January 8th. The triple screw s.s. "Calgaric" begins her first cruise from Southampton to Spanish, Portugese and Mediterranean ports on January 31st, and calls at Lisbon, Barcelona, Monaco, Naples, Algiers, Gibraltar, returning to her home port on February 17th. Her second cruise to Atlantic Isles, North African and Spanish ports begins at Southampton on February 21st, and her calls will include Ponta Delgada, Madeira, Teneriffe, Las Palmas, Casablanca, Tangiers and Arosa Bay, returning to Southampton on March 10th.

Tyne Trip.—Members of Newcastle and District branch of the Institute of Chartered Shipbrokers took a party of 70 young men engaged in Quayside shipbrokers' offices for an excursion down the Tyne to see its industrial developments at close quarters. The Tyne Improvement Commission lent its steamer "Sir William Stephenson" for the trip.

Agents' New Agency.—Messrs. E. H. Mundy and Co., Ltd. shipping and forwarding agents, of Royal Liver Building, Liverpool, with which firm Mr G. C. Horton, president of the Liverpool Shipping and Forwarding Agents' Association is connected, have been appointed agents to the Grace Line, which is operating fast regular services of steamers between New York and a number of South American ports. The rates of freight from U.K. will be the same as those of the direct lines, but shippers will have the advantage of shipping by regular lines from U.K. ports to New York, where the goods are transhipped to the Grace Line steamers.

"A Serious Matter."—Mr. R. V. Edwards, chairman of the Transport Committee of the Liverpool Chamber of Commerce, states it is a very serious matter that the port of Liverpool should lose trade by the differential rates ruling, not only from the Continent to our own big exporting countries, but from our big exporting countries to the Continent, greatly in favour of Continental countries. He hoped that any member who knew of any low rates ruling in connection with trade would communicate with the Transport Committee.

Obituary.—Mr. James M'Gregor, manager of the Ellerman and Papayanni Steamship Lines, who died at Liverpool recently at the age of 60 years, had been associated with the Mediterranean trade practically the whole of his business career. He served with Messrs. Frederick Leyland and Co. up to the year 1901, when the Mediterranean portion of that business was acquired by the Ellerman Line, with whom he was appointed assistant manager and then manager.

U.K.-U.S.A. Freights.—Liverpool shipping and forwarding agents have been manifesting interest in the discussions which have been taking place on the question of minimum rates of freight from U.K. to U.S.A. Data is being collected by shippers with a view to representations being made to the Shipping Conference Lines for reductions.

Ship Canal Traffic.—The Manchester Ship Canal Company reports that the traffic receipts for the half year ended 30th June, 1930, amounted to £683,809, as compared with £745,169 for the corresponding period of last year, a decrease of £61,360. The net revenue of the whole of the undertaking for the half year (after providing for interest and fixed charges) was £36,498 less than the corresponding half year in 1929. The result reflects the reductions in charges (made largely in consequence of the de-rating scheme embodied in the Local Government Act, 1929) which operated during the whole of the half year.

Dock Charges at Swansea.—In connection with the Order issued by the Minister of Transport on September 4th directing that for twelve months from October 2nd, 1930, the charge for tipping and weighing coal at the South Wales ports, other than Swansea, is to be reduced from 6d. to 5½d. per ton, the Great Western Railway Company announce that, in accordance with an undertaking given to the Swansea Chamber of Commerce in 1923, arrangements will be made to extend this reduction to Swansea for the same period. The charge for tipping and weighing coal shipped from fully-loaded 20-ton wagons at the South Wales ports will also be reduced from 5½d. to 4½d. per ton for the twelve months in question.

High Capacity Wagons.—In connection with the Order made by the Minister of Transport reducing the coal tipping and weighing charge at the South Wales docks from 6d. to 5½d. per ton for the twelve months commencing October 2nd next, the Great Western Railway Company announce that during this period the tipping and weighing charge for coal shipped from fully-loaded 20-ton wagons will also be reduced from 5½d. to 4½d. per ton.

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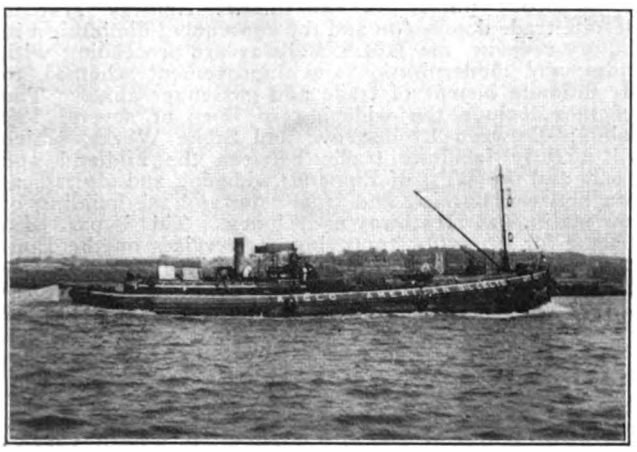
Middlesbrough's £500,000 Bridge.—It is probable that a start with the construction of the new bridge across the River Tees at Newport, Middlesbrough, will be made at the beginning of February. The bridge, which is to be of the vertical lift type, with a central span of 250 ft., is estimated to cost half a million pounds, and will provide employment for a large number of men over two years.

Institute of Marine Engineers. Arrangements for September.—On September 23rd (Tues.) at 6.0 p.m., at the premises of the Institute of Marine Engineers, Lieut.-Comr. Sir August B. T. Cayzer, Bart., R.N. (ret.), the President, will deliver his Presidential Address. Chairman: Mr. H. J. Vose, Chairman of Council. Tea will be served in the Library from 5.0 p.m. **Junior Section.**—On September 27th at 3.0 p.m. there will be a visit to Brimsdown Power Station, North Metropolitan Electric Power Supply Co. The Secretary of the Institute is Mr. B. C. Curling, and the address 85-88, The Minories, London, E.C.3.

Shipping Service to Indian Ports.—A Stockholm message says that Svenska Ostasiatiska Kompaniet is about to reorganise its service to Indian ports. The company maintains its steamer service to India in co-operation with Wilh. Wilhelmsens Rederi, of Oslo, Norway, and has hitherto despatched a steamer every three weeks from Scandinavian ports to ports on the west and east coasts of India. The two companies will now extend the service by introducing fortnightly voyages. An express route will be established to the two chief ports in India and a second route to all important ports in that country. This means that five steamers will be employed on the service to British India instead of the present three.

Small British Motor Tankers.

THE principal British Oil Companies employ a number of small motor tank vessels capable of carrying up to 500 tons D.W., in the distribution of petrol and heavier grades of oil in bulk. These craft operate from the principal storage centres in different parts of the country, to numerous outlying



THE COASTAL TANKER "WESTGATE."

depots from whence their cargoes are conveyed by road transport, direct to the filling station or consumer.

Construction is of steel, and is usually to Lloyds highest class, whilst where the sphere of operation entails an open sea passage, such as from the Thames to East Coast ports, special attention is given to the design, in order to ensure absolute seaworthiness. In other cases, the dimensions are restricted in order to navigate certain inland waterways, where locks, bridges and tunnels have to be negotiated. Provision is also occasionally made for towing one or two dumb lighters.

In the London Area, petrol is brought from the storage tanks below Gravesend by means of special classes of barge, which are not, however, equipped with propelling machinery, being towed by powerful tugs, and discharged by pumps ashore. They are generally of the swim ended type and are heavily built to withstand a considerable amount of rough usage and the strains experienced whilst lying aground. Separate tanks are fitted in order to comply with the Port of London Authority requirements, but which vary considerably as to shape and method of construction amongst the differently owned craft.

Several small motor barges up to about 200 tons D.W., are in service on the Thames for conveying paraffin and crude oil, the majority of which belong to the British Tanker Co., Ltd., a subsidiary of the B.P.

One of the most representative fleets of these small tankers is owned by the Anglo American Oil Co., and all the units of which are distinguishable by their names ending in "Gate." The first of these vessels to be commissioned was the "Bargate," an 80 feet craft, built in 1916, for use in the Southampton neighbourhood. A slightly larger vessel, the "Stourgate," was completed in 1924, for service between the Thames, Medway, and Kent coastal districts, and a number of other craft of from 50 to about 150 tons D.W., have been built during the past few years. A recent example, the "Westgate," is shown in the accompanying illustration, and in general appearance is typical of the majority of these useful little vessels. The propelling machinery is invariably placed aft, and generally consists of semi-diesel engines, although in a few instances heavy duty paraffin motors are employed in order to comply with the requirements of local authorities, who are averse to hot bulb ignition. Sufficient power is installed to ensure a service speed of about 8 knots, and powerful motor driven pumps are carried for working the cargo. Every precaution is taken to minimise the risk of fire, special attention being given to the engine silencing arrangements, whilst electricity is used wherever possible. It is perhaps gratifying to note that the majority of these craft have been built in this country, and equipped with machinery of British Manufacture.

Port of London Authority.

Twenty-First Annual Report.

THE Twenty-First Annual Report of the Port of London Authority for the year ended 31st March last shows that the total net register tonnage of vessels that arrived and departed with cargoes and in ballast from and to foreign countries and British possessions and coastwise during the year ended 31st December, 1929, was 57,578,355 tons.

The values of the total imports and exports (excluding coastwise goods) of the United Kingdom and six principal ports for the year ended 31st December, 1929, were as follows:—

	1929. £
United Kingdom	2,059,816,450
London (including Queenborough)	705,237,524
Liverpool	477,077,169
Hull	109,274,207
Manchester (including Runcorn) ...	99,886,967
Southampton	96,207,794
Glasgow	81,695,332

Working Results.—The following is a summary of the working for the year ended 31st March, 1930:—

	£
Total Revenue	6,103,295
Total Expenditure	4,520,238
Balance of Revenue	£1,583,057

Less—	£
Interest on Port Stock and Temporary Loans, Sinking Fund Charges, etc., less Interest, etc., receivable ...	1,459,009
Surplus Revenue for the year	124,048
Balance brought forward from 31st March, 1929	396,584
Balance carried forward	£520,632

The policy of bringing the Authority's Undertaking and its equipment into an adequate state of repair and efficiency has been continued, and further authorisations for this purpose have been made for the ensuing year.

In connection with the consideration by H.M. Government of schemes for the relief of unemployment, proposals have been submitted to the Minister of Transport for works of improvement in the road transport facilities to and from the docks, and a definite programme of improvement works at the docks has been submitted to the Unemployment Grants Committee.

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Railway Notes and News.

The Railway Barometer.—The Railway Traffic Receipts of the four Group Railway Companies have now been published for the first 34 weeks of 1930 compared with the same period in 1929, and are as under:—

	1930	1929
Passengers, Parcels, etc. ...	£49,617,000	£51,476,000
Merchandise, etc.	£40,750,000	£43,250,000
Coal, Coke, etc.	£22,143,000	£23,544,000
	£112,510,000	£118,270,000

Liverpool Railway Pageant.—In connection with the celebration of the centenary of the Liverpool and Manchester Railway, from September 13th to 20th, the railways of Great Britain are combining to exhibit some of their earliest engines, together with the latest types of express locomotives. There will be replicas of Stephenson's famous "Rocket" and the broad gauge "North Star," the Liverpool and Manchester engine "Lion," L. & N.W. "Cornwall" and models of famous old engines like "Puffing Billy," "Novelty," and "Planet," all of original and peculiar construction. Side by side with these will be some of the latest types of locomotive design. Among them are the L.M.S. "Royal Scot," a Beyer-Garratt and a standard freight engine; the L.N.E. high-pressure compound No. 10,000; the Great Western "King Stephen" and the Southern Company's "Lord Nelson." In addition, the railway groups will contribute specimens of their latest types of rolling stock, consisting of dining and other saloon vehicles, sleeping cars, corridor coaches with vita-glass windows, and other examples of the most modern passenger and freight vehicles.

Big Load for the L.N.E.R.—Arrangements had been completed at the time of writing for conveying 1,000 tons of electrical equipment from Newcastle to Ymuiden, in Holland, via the Harwich-Zeebrugge train ferry. The equipment consists of two 33,000 k.w. turbo-alternators, complete with condensing plant, which Messrs. C. A. Parsons & Co., Ltd., are manufacturing at Heaton, Newcastle. The machinery will be conveyed in three special trains direct from Heaton Junction to Harwich, where the trucks are to be shunted on to the train ferry and so conveyed to Zeebrugge, where they will proceed over the Belgian and Dutch railways to their destination, no re-loading or transhipment being necessary. The first train, of about 40 wagons, is expected to leave Newcastle about September 21st, and will be followed by two 24-wagon trains in October and November. Two wagons will carry loads weighing 65 tons each, making 104 tons with the weight of the wagons.

The Bulgarian State Railways.—The profit of the Bulgarian State Railways for the year 1929 amounted to 379,200,000 le vas (£565,970), says Reuter's Sofia correspondent.

New Egyptian Railway Opened.—The new railway from Mitbera to Zifta, in the Delta, was officially opened on August 14th by Sidky Pasha, the Prime Minister, representing King Fuad. The line, although only fifteen miles long, is of great economic importance as it passes through the most fertile part of the country of which Zifta is the chief centre while it shortens the journey from Cairo to Zifta by nearly half.

Victorian and N.S.W. Railways. Last Year's Losses.—A Melbourne message says that the Railway Commissioners of New South Wales and Victoria have applied to the Commonwealth Arbitration Court seeking a revision of the basic wage which is now £4 13s. 6d. weekly. They are also seeking a revision of the wage basis, the abolition of special wage margins and rationing. A reduction in railway costs was decided upon at the last Premiers' Conference. The losses last year on the New South Wales Railways were £2,756,374, and on the Victorian Railways, £1,000,000.

Cars to the Continent.—The L.N.E.R. announce that new reduced rates for the conveyance of motor cars between Harwich and the Continent have been introduced. Cars may be shipped to Antwerp, Zeebrugge or Flushing, the return journey being made from any of these ports within 30 days. The rates vary according to the weight of the car, but for a car weighing not more than 15 cwt. the return trip costs £4 5s. 0d. Special cheap fares are also available for motorists accompanying their cars.

Evolution of Euston's Great Hall. Enquire Within on Everything.—To the Great Hall, Euston, the central feature of the L.M.S. Railway's big terminus, has been added a modern Information Bureau. Since its completion by Phillip Hardwicke in 1847 the Great Hall has been the meeting place of many millions of travellers and the resting place of many a weary Tommy, and during its 83 years of life alterations have been going on apace. Between 1912 and 1916 refreshment rooms, dining rooms, waiting rooms, and hairdressing saloons were added and the opening of the new Bureau marks a further step forward in its modernisation. Designed by the L.M.S. Railway Company's Architect, R. Wynn Owen, F.R.I.B.A., and executed by Messrs. Pollard & Co., the new Bureau harmonises with the architecture of its surroundings whilst its external facades amply display several of the most famous L.M.S. posters. It is flanked by glass counters, internally illuminated and surmounted by direction pylons. At these counters attractive booklets can be obtained and the reservation of seats and sleeping berths made. Inside this London nerve-centre the prospective traveller will be able to secure information, assistance and advice upon all knotty problems relating to rail-travel ensuring a comfortable journey to any of the 32 counties penetrated by the L.M.S.

Work for the Winter. L.M.S. Schemes in Progress.—Schemes costing over £2,600,000 and giving employment to thousands of workers, will be in progress this winter at numerous points on the L.M.S. Railway system. Despite trade depression and the consequent diminution in railway revenue, the L.M.S. Railway are proceeding with widespread modernisation and improvement schemes, to the ultimate benefit of trade and passenger alike. The schemes include the widening of lines at several key points:—Between Bromsgrove and Stoke Works, which will greatly facilitate traffic between the Midland and North and the West of England; widening and electrification between Barking and Upminster and the building of new stations at Heathway and Upney. This is part of a scheme for generally improving the services on the London and Southend Line; widening between Broadholme and Ambergate (Derbyshire); widening at Mirfield (Yorkshire), for improving facilities between industrial Lancashire and principal Yorkshire towns. Goods terminal accommodation and facilities are to be improved at certain important centres, such as Camden (London), Birmingham, Great Bridge and Stoke-on-Trent. Between Camden and Watford semi-automatic signalling is to be installed, which will permit of the L.M.S. suburban electric service out of London being intensified. Dock improvement and modernisation works are in progress at Ayr, Troon, Grangemouth, Fleetwood, Goole, Garston and Swansea. Two new stations will be in course of construction at Southend-on-Sea and Squires Gate, Blackpool. In addition to these schemes and in conjunction with the L. & N. E. Railway, the Manchester, South Junction and Altrincham line is being electrified and a new mineral railway (the Mid-Nottinghamshire Joint Railways) constructed in Nottinghamshire.

New Railway Coaches.—Two sleeping cars of entirely new design have been made for the London and North Eastern Railway. Separate bedrooms with full-size beds are provided for the first time on any railway. The sleeping cars were designed by Mr. H. H. Gresley, the chief mechanical engineer of the L.N.E.R. Each car has 10 rooms arranged in pairs, which can be converted into five double rooms by means of communicating doors if desired. The rooms are finished in stippled blue paint shaded from a deep blue at the bottom to white in the centre of the ceiling, the whole being varnished to a high gloss finish. The head and foot of the bed are of walnut; there are a spring mattress, with hair and wool overlay, blue blankets, and an embroidered bedspread. A pedestal with white porcelain washbowl and commode is fitted in a corner and provided with hot and cold water; and placed centrally on the partition near at hand is a frameless mirror, with a folding table below it. The room is lighted by means of a 30-watt single light in the ceiling, which can be dimmed for a night light, and there is a read-lamp over the bed head.

New Luffing Cranes for Middlesbrough Dock.—The London and North Eastern Railway announce that a comprehensive scheme for the improvement of the crane equipment at Middlesbrough Dock has been authorised and will be commenced before the end of September. Thirty-nine of the forty-two cranes at present in operation, viz., twenty-six 3-ton, four 5-ton and nine 10-ton with fixed jibs of 44 ft. 9 in. radius are to be replaced by new electrically driven two-gear cranes for working at half their maximum capacities. Seven additional 3-ton cranes of the same type will be provided. The provision of the improved cranes will reduce the time spent in setting and moving the appliances and greatly facilitate the loading of cargo, which owing to the increasing size of vessels has become a difficult matter with the fixed-jib cranes.

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Air Transport Notes.

Paris to New York Flight. — The machine in which Costes and Bellonte made their record Paris to New York flight was a Brequet biplane (type 19) fitted with a 650 h.p. Hispano-Suiza engine and Dunlop 1,000 by 225 aeroplane tyres. The weight of the plane was 7,300 kgs. including 5,570 litres of petrol.

Go by Imperial Airways.—Imperial Airways announce that the fare on the services leaving Paris and London at 5 p.m. daily has been reduced from £5 15s. to £4 4s. A unique opportunity is thus offered for one-day aerial excursions to Paris at a return fare of £7 19s. 6d. every day, including Sundays. Also, in response to popular demand, it has been decided that both the two services mentioned will call at Le Touquet on any day by request. Following the standard practice of the Company, all aircraft on this route are triple-engined, and carry a steward and buffet. A Tea Flight over London in one of the luxurious Imperial Airways "Silver Wing" air liners has become the popular week-end pleasure. Afternoon tea is served in the 'plane. Tea Flights take place from Croydon Aerodrome every Friday, Saturday and Sunday afternoon until 28th September. The inclusive fare is £2 2s. per passenger. Bookings may be made in advance at any Travel Agency or with Imperial Airways, Limited, Airways House, Charles Street, London, S.W.1. Telephone: Regent 7861 (night and day). Telegrams: Impairlim, London.

Prince of Wales. Promotion.—The Air Ministry announces that His Majesty the King has been pleased to approve that Group Captain His Royal Highness Edward Albert Christian George Andrew Patrick David, Prince of Wales and Duke of Cornwall, K.G., K.T., K.P., G.C.S.I., G.C.M.G., G.C.I.E., G.C.V.O., G.B.E.. M.C., Personal A.D.C. to the King, be promoted to the rank of Air Marshal in the Royal Air Force.

Westland "Wessex" Aircraft for the Belgian Air Lines. —M. Cocquyt, Chief Pilot of the Sabena Air Lines of Belgium, took delivery recently at Yeovil of the fourth Westland Wessex three-engined, six-seater, cabin monoplane, sold by the Westland Aircraft Works to that Company. Before his departure M. Cocquyt expressed the great satisfaction of the directors and pilots of the Sabena Line with the three machines which they have now had in continuous use for a number of months, and congratulated the manufacturers on the high standard of service which they have received from them.

Finland Adopts Auto-Slots.—An agreement has been arrived at between the Finnish Government and Handley Page, Ltd., whereby the Finnish Government is enabled to use the slotted wing on its aircraft. Norway, Denmark and Sweden now use Handley Page slots on their aircraft. The Moths used for training by the Denmark air services are fitted with auto-slots, and in Norway all the Douglas torpedoplanes are slotted. Swedish aircraft are being slotted as they come into service, in accordance with the policy of the country.

R100.—In connection with the recent flights of the airship R100 it is of interest to learn that a Cooke, Troughton & Simms theodolite was the instrument chosen for the purpose of lining up the girders in the construction of this airship.

Anglo-American Air Alliance ? — The United States Government have submitted to the British Government the draft of a proposed reciprocal aerial agreement covering transatlantic flights and other aerial undertakings between Great Britain and her Dominions and the United States. A similar agreement already exists with Canada, under which the granting of pilots' licences by each nation is recognised by the other.

Aviation Ground Near Avignon.—A Paris message says that the establishment is being arranged of a large commercial and tourist aviation ground at about 10 kilometres from Avignon.

Turkish Tax Concession.—A Constantinople message says that with the exception of benzine, which comes under the petrol monopoly, all supplies and spare parts for aeroplanes sent from Holland to India via Turkey will be exempt from taxation.

Manchester Air Port.—Statistics have become available showing (a) the use of the Manchester air port for three months ending June, and (b) details of Imperial Airways Provincial Air Service up to 31st July. During April, May and June there were 174 arrivals (including 47 R.A.F. machines). In June there were 58 south bound passengers and 29 north bound passengers, and in July 115 and 44 respectively. The quantity of freight and excess luggage carried on Imperial planes during the month of July, to and from Manchester, was 918 lbs.

Larger and Swifter Airships Needed. — Sir Charles Burney, the designer of the R.100, addressing the Canadian Club at Ottawa last month, suggested that a committee of Canadian business men, in co-operation with the Canadian Government should meet to consider a proposal that Canada should co-operate with the British Government in the establishment of an airship line between Great Britain and Canada. "If, on investigation," he said, "you find you are interested, you might indicate the extent of the support you would be willing to give in order to enable me to submit a concrete proposal to the British Government." Sir Charles Burney said he was at present designing a larger dirigible capable of carrying a hundred passengers and ten tons of mail across the ocean at an average speed of 85 miles an hour and with a cruising radius of 6,000 miles. This would make possible a regular transatlantic service averaging two and a half days for the westward journey and one and a half days for the eastward. The only difficulties, he added, in realising such an ambition, would be financial or political. The builders would require mail contracts and loans to finance the building of such airships before embarking on extensive programmes. In view of the movement in Germany to establish an airship service between Germany and the U.S.A., the time was ripe for "a forward movement on a bold scale for the establishment of a British-Canadian service." "The world is changing," he said, "and the British Empire to maintain its place must develop a rapid form of transportation." He estimated the cost of establishing a fleet of airships for a bi-weekly service between the two countries at 30,000,000 dollars (£6,000,000). He calculated that the gross revenue to be derived from such a service would be approximately 20,000,000 dollars (£4,000,000) and the expenses about 15,000,000 dollars (£3,000,000). He suggested that the British and Canadian Governments should guarantee 75 per cent. of the initial cost in the same way as the United States had given a similar guarantee for its Government steamship lines on the Atlantic service, charging 3½ per cent. interest on the money invested, which constituted a first charge on the ships. If the two Governments guaranteed six tons of mail a week at a rate of 1,000 dollars (£200) a ton it would only be necessary to make a surcharge of from 8 to 10 cents. (4d. to 5d.) on each letter, and mail between the two countries would cross the ocean in two days instead of the eight days generally taken now.

Air Service for Afghanistan.—A Peshawar message says that the Junkers Company are negotiating with Nadir Shah with regard to the extension of the Persian air service to Afghanistan.

New Spanish Airport.—A Murcia message says that the Municipal Council has granted a credit of 150,000 pesetas for the construction of an airport at Murcia.

Towns to Erect Airway Signs.—The International Air Navigation Conference, which met recently at The Hague, decided to propose that every town of more than ten thousand inhabitants should erect a sign, according to a system to be determined later, by which pilots of aeroplanes could find out over what town they were flying.

Spanning the Prairies by Air. Success of Flying Service in Canada's Far North. — Not a single life nor a pound of mail lost in three years is the proud record of organised mail services in Canada, according to the report recently issued by the Civil Government Air Operations Branch of the Department of National Defence and quoted by Reuter's Ottawa Correspondent. The year 1929 witnessed great advances in aerial activity in all parts of the Dominion, the report states. Forest protection and survey work were continued on a larger scale than ever before. Flying in the far north became an essential part of the Dominion's transportation system. Air mail services were extended to span half the continent. In the East trunk lines have been operated daily from St. John to Quebec, Montreal, Toronto, Windsor and Detroit. In the West aeroplanes span the prairies every night. These developments have only been possible because of public interest and support. The most notable feature of the year, perhaps, was the increasing interest shown in aeroplane development by the municipalities in different parts of the country. Everywhere from the Pacific to the Atlantic municipalities are contributing generously to the provision of adequate aerodromes and their equipment, with hangars and night landing facilities where necessary.

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Law Cases.

INTERESTING POINT IN IRISH FREE STATE LAW.

IN the District Court at Fermoy, County Cork, before District Justice G. Farrell, B.L., Mr. Peter J. Byrne, of Portarlington, was summoned by Sergeant J. Spillane, of the Civic Guards, Fermoy, for having on May 28th last used a motor car at Fermoy in respect of which a licence was not in force. For a like offence, Mr. A. Somerville, of Oxmantown Road, Dublin, was also summoned by Sergeant Spillane.

Mr. Rice, Solicitor, Fermoy, who appeared on behalf of Mr. Byrne, said there was an offence committed, but he would like to point out that the general public were not aware that they were committing an offence in taking a motor vehicle from Cork to Dublin without first having it registered, or that it should bear trade plates. In the case against his client a car was being brought from Cork to Dublin, where it would be duly registered in the usual way, and licensed, but the defendant was not aware that before he could remove it from Cork, he should have it first registered at Cork, or that it should bear trade plates. These cases were very important for persons taking cars from one place to another without having them first registered, as it was quite obvious that if any accident occurred the car could not be traced. He asked the District Justice, in the circumstances, not to impose a heavy fine.

Mr. Magnier, Solicitor, Fermoy, on behalf of Mr. Somerville, said that the same circumstances applied in the case against his client. He did not believe that it was generally known that a car should first be registered before it could be removed from one district to another. That, of course, was in respect of new cars.

District Justice Farrell said he hoped that the necessity for registration in such cases would become more generally known, and if so, it would avoid a lot of trouble and inconvenience for all parties concerned. In the present cases, he would impose a nominal penalty of one shilling on each defendant.

AN INTERESTING CASE.

A CASE of some importance to transport contractors was decided in the Shoreditch County Court by Deputy-Judge Linton Thorp. The plaintiffs were H. Perloff (a firm), of 36 Colombia Road, Shoreditch, E., cabinet manufacturers, and they sued R. I. Calcraft, of 23 Union Street, Hackney Road, to recover £26 13s. 9d. for alleged damage to furniture. The plaintiffs alleged that on March 20th, the defendants, a firm of transport contractors, contracted to take a lorry load of furniture to Birmingham and back, but that owing to negligent driving, there was a collision on the road outside Birmingham, a man was killed, and the furniture in the van so badly damaged that it cost the amount claimed to repair. There was a counterclaim for £8 11s. 6d. being £3 for the journey back, £1 11s. 6d. the man's time, and £4 the original contract for taking the furniture to Birmingham.

Lazarus Perloff, a brother of the plaintiff, said he went to Birmingham with a load of furniture, which consisted of two bedroom suites and 14 bureaux. He intended to hawk the furniture round Birmingham and to bring back the unsold. He disposed of two bedroom suites only, and then started on the return journey. They were just outside Birmingham at about 7 p.m., dark, going at a very fast pace, when he saw a man repairing a lamp at the back of a stationary van in front. He warned the driver, but he was too late and there was a violent collision, the man being killed instantaneously. As a result the furniture was thrown all over the van, legs were broken off and other serious damage done.

Mr. Goldstone, a cabinet maker's manager, said he estimated the cost of repairing the furniture was as claimed, but that was what it would cost the plaintiffs, but if he did it he would have to charge more to get his profit.

The defence was that if the furniture was damaged it was not part of the contract, as it was not agreed to bring any furniture back, nor to hawk any furniture round Birmingham.

Mr. Calcraft gave evidence, and said he had three small jobs for Birmingham, and agreed to take Perloff's as well. The plaintiffs man hawked the furniture round Birmingham unknown to him. He had twice offered to get the furniture repaired for £9, but the offers had been refused.

In cross-examination he said he did not agree to bring any of the furniture back under the £4 contract, it would not have paid him, and any transport contractor would tell them so. He never contracted to allow the furniture to be hawked.

Ferdinand Newman, the driver of the lorry, said what furniture was sold was at the places where he called with other furniture. Mr. Perloff wanted him to hawk the rest of the furniture round Birmingham, but he only went to one place and refused to go any further. He would have come back empty, if he had not the plaintiffs furniture.

In giving judgment, Deputy-Judge Linton Thorp said there was clearly the contract to take it, and he thought there must have been some understanding as to what was going to happen to it in Birmingham, that it was to be hawked round, and that there was some likelihood of some of it having to be brought back, as no arrangement had been made for another load to come back. Under the circumstances he must find for the plaintiffs, and he would enter judgment for £21 damages and costs, and the counterclaim would be dismissed.

IS A STEAM WAGON A MOTOR CAR?

THE old argument as to whether a steam wagon is a motor car "within the meaning of the Act" had another innings at the Ellesmere Port Police Court recently, when John William Sorrell, of Richmond Kelly Road, Liverpool, was summoned for driving a steam wagon which made an excessive noise.

Mr. H. B. M. Pidgeon, of Liverpool, who defended, raised the point that as defendant had been charged under the Motor Car Act, which only included vehicles up to four tons weight, the prosecution could not succeed. He contended that a steam wagon did not come within the meaning of a motor car. The Chairman: According to that statement a steam wagon can make as much row as it likes.

Supt. Ennion: My contention is that steam wagons do come within the meaning of the Act. It is as much a motor car as a motor cycle is for the purpose of these regulations. If it does not apply, then a steam wagon may make all the noise it possibly can with impunity. A fine of 10s. was imposed. Supt. Ennion said they did not take proceedings against the firm owning the wagon because the police were satisfied that they did not know of the existence of the bad tyre which caused the noise.

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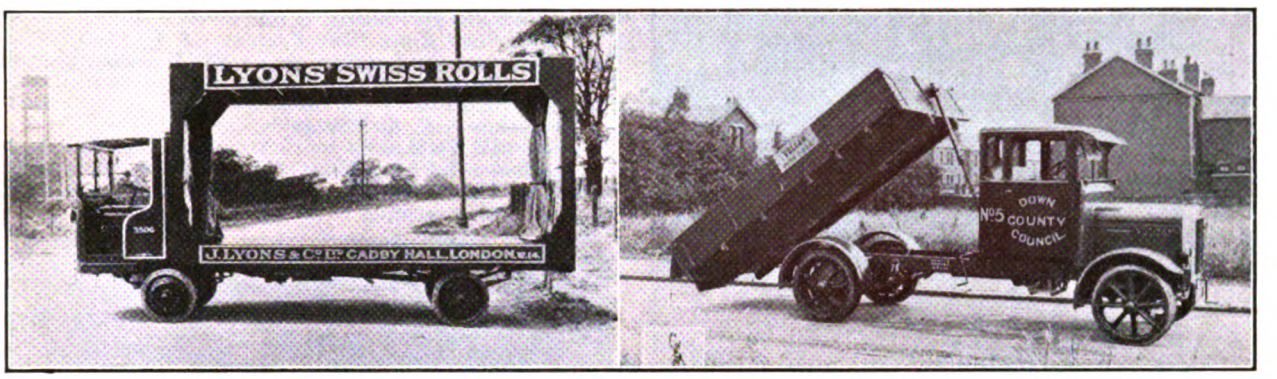
News from all Parts.

Institute of Transport. Presidential Address. — The Hon. Sir Arthur Stanley will deliver his Presidential Address at the Opening Meeting of the new Session of the Institute of Transport, to be held at the Institution of Electrical Engineers, London, at 5.30 p.m. on Monday, October 13th, 1930.

Interesting Vulcan Vehicles.—We illustrate a Vulcan 3-ton low-loader in the service of J. Lyons & Co., Ltd., the well-known caterers. Our other photograph is of a Vulcan 50-cwt. hand screw tipper, one of a fleet of vehicles recently supplied by the Vulcan Motor and Engineering Co. (1906), Ltd., Crossens, Southport, to the Down County Council.



LEFT: VULCAN 3-TON LOW-LOADER. RIGHT: VULCAN 50-CWT. HAND SCREW TIPPER.

Institute of Transport. Election to Council, 1930-31.—The following ten members of the Institute of Transport have been elected as Ordinary Members of Council as from October 1st, 1930:—

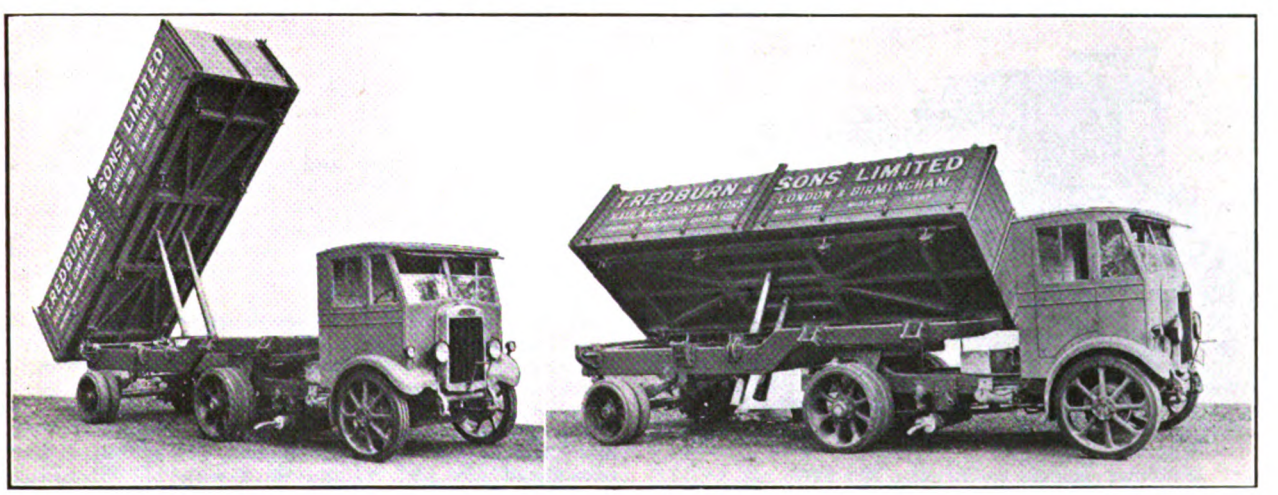
Members:—Bustard, Frank, O.B.E.; Castleman, Arthur Louttit; Gaunt, Walter Henry, O.B.E.; Mauldin, Herbert Henry; Mount, Alan Henry Lawrence, C.B.E.; Page, Frederick Handley, C.B.E.; Pickard, Henry, M.B.E.; Potter, Frank Rowe; Thomas, Theodore Eastaway. Associate Member:—Darbyshire, George Lionel.

A Large Three-Way Tipper. — Our illustrations show what is claimed to be the largest three-way tipping vehicle yet produced. The machine is a Carrimore Lynx, 100 h.p., six-cylinder engine and has been designed to carry and tip nett loads of 20 tons. We are informed by Carrimore Six-Wheelers, Ltd., Carrimore Works, High Road, Great North Road, North Finchley, London, N.12, that the tipping gear has been specially designed and produced for the purpose by Bromilow & Edwards, Ltd, of Foundry Street, Bolton.

Goodyear Tyre and Rubber Co. to Extend Wolverhampton Factory.—To cope with the increasing demand for Goodyear Tyres, an extension is to be built to the factory of the Goodyear Tyre and Rubber Co. situated at Wolverhampton. The extension will consist of a two-storey and basement building, measuring 80 ft. by 140 ft. adding 33,600 sq. feet to the factory, and will necessitate the employment of many British workmen.

City of Birmingham Commercial College. Transport Education.—Among the prospectuses recently issued by the City of Birmingham Commercial College is one giving particulars of the classes in transport subjects. These include classes on Railway Economics and Operation, Road Transport Economics and Operation, the Law Relating to Transport, and a new class on Industrial Traffic Management. The courses will cover the syllabuses set for the examinations of the Institute of Transport which takes place in April, 1931, and are also suitable for certain degree examinations of the University of London. Judging from the syllabuses outlined in the prospectus there should be much to interest students at the College this autumn and winter. Copies can be had free on application to the Principal at Suffolk Street, Birmingham.

Road Traffic Act.—A handy booklet summarising and explaining the new motoring laws has been issued by the Automobile Association, and is now available to every motorist on a postcard application to The Secretary, The Automobile Association, Fanum House, New Coventry Street, London, W.1, or to any of the A.A. branch offices.



THE CARRIMORE LYNX THREE-WAY TIPPER REFERRED TO IN TEXT.

Institute of Transport. Metropolitan Graduate and Student Society.—The Inaugural Meeting of the Session, 1930-31, of the Institute of Transport Metropolitan Graduate and Student Society will be held at the Institution of Electrical Engineers, London, on October 7th next, when the Hon. Sir Arthur Stanley will address the members.

The Road Traffic Act and Road Motor Transport.—A useful and informative pamphlet dealing with the important provisions of the Act affecting owners and drivers of

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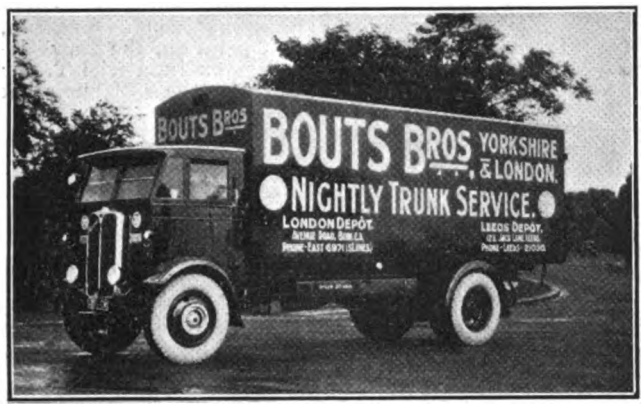
commercial motor vehicles has been compiled by Mr. F. G. Bristow, the General Secretary of the Commercial Motor Users' Association, and may be obtained free by any interested party on application to the Association at 50, Pall Mall, London, S.W.1.

For Night Express Service.—The Associated Equipment Company's "Mammoth" 7-8 ton van for Messrs. Bouts Bros., of Leeds and London, which we illustrate, is the first delivery made by the new A.E.C. Northern Agents, Oswald Tillotson (1929), Ltd., who are also builders of the body. The chassis carries a body 21 ft. long, 7 ft. 3 ins. wide and 7 ft. in height, which is covered with Plymax panelling. There is a ventilator at the front,



A.E.C. "MAMMOTH" 7-8 TON VAN.

and electric light in the interior for night loading. The fully enclosed cab presents an interesting feature in its sloping windscreen and downswept door which makes for easy access. The vehicle is engaged on nightly express runs between Leeds and London.

R.A.C. "Get You Home" Service.—The latest figures relating to the R.A.C. "Get You Home" Service show that no fewer than 1,360 Members or Associate-Members received assistance under the scheme during the month of July, as compared with 1,176 during the similar period last year.

Morris-Commercial for Transporting Printers Ink. — The photograph which we reproduce has been sent us by

35-40 CWT. MORRIS COMMERCIAL FOR NEWS INK.

Stewart & Ardern, Ltd., the sole London distributors of Morris Cars, The Vale, Acton, London, W.3. It shows a unique body constructed for transporting printers ink mounted on a 35/40 cwt. Morris Commercial chassis.

Perrite Products.—Mr. H. Clayton-Wright, who is well-known in the motor trade and who has taken a prominent part in the building up of the business of Desmo, Ltd., the motor, motor-cycle and cycle accessory manufacturers, of Birmingham, has now acquired an interest in the business of Perrite, Limited, Weldbank Rubber Mills, Chorley, Lancs., rubber and ebonite manufacturers, motor components, etc. It is intended to develop an important Accessories Section of Perrite, Ltd. "If it's Rubber or Ebonite write to Perrite" is one of the slogans of Perrite, Ltd., of which Company Mr. H. Clayton-Wright is Managing Director.

Pirelli's New Tyre Depot.—It is announced that Messrs. Pirelli, Ltd., have opened a new Tyre Depot at 118, New Bridge Street, Newcastle-on-Tyne. Comprehensive stocks of tyres are available to enable the Company to cope with the growing sales in the immediate locality, and in surrounding areas.

Institute of Transport. Local Sections and Centres Abroad:—The following Sections and Centres Abroad of the Institute of Transport have elected as Chairmen for the ensuing Session the undernamed who will, *ipso facto*, become Members of Council:—

Manchester-Liverpool and District:—Robert W. Royle.
Birmingham and District:—O. C. Power.
Newcastle-on-Tyne and District:—R. Aughton.
Leeds and District:—A. Brown.
Bristol and District:—H. R. Griffiths, O.B.E.
Scottish:—A. H. Roberts, O.B.E.
Argentine and River Plate Centre:—M. F. Ryan.
Graduate and Student Societies:—The following gentlemen have been elected Chairmen for the ensuing year:—
Metropolitan:—A. F. E. Belcher.
Birmingham:—C. S. Dunbar.
Leeds:—W. Clarkson.
Argentine and River Plate Centre:—This centre is now installed at Prince George's Hall Building, Sarmiento 1230, Buenos Aires, Argentine.

A Smart Morris-Commercial for Furniture Removals.—Mr. H. P. Elliott, railway and general carrier and re-

A SMART MORRIS COMMERCIAL ON REMOVAL WORK.

moval contractor, 10, St. Michael's Road, Aldershot, has taken into service recently the 2-ton Morris-Commercial which we illustrate. The bodywork is by Vick Bros., Ltd., of Aldershot.

Manchester-Liverpool and District Section of the Institute of Transport.—Another honour has been conferred on Mr. R. W. Royle, M.Inst.T., the Transport Manager of the Co-operative Wholesale Society, Manchester, by being elected to the Chairmanship of the Manchester-Liverpool and District Section of the Institute of Transport.

Motor & Cycle Trades Benevolent Fund. Silver Jubilee Celebrations.—The silver rose bowl, given by Mr. W. E. Bullock to the member of the Fund introducing the greatest number of subscribers in the year ended July 31st, 1930, has been won by Mr. W. C. Barker, of Ipswich, with a grand total of 382 new subscribers. Scotland comes second, Mr. J. Strachen, of Edinburgh, having introduced 226, and Ireland third with 138 introductions by Mr. J. Quinn, of Dublin. The Prize will be presented to Mr. Barker at the Silver Jubilee Banquet of the Fund to be held at the Connaught Rooms, London, on October 3rd, next.

Change of Title.—In our correspondence columns we print a letter from Mr. W. R. Shephard, the Managing Director of T. S. Motors, Limited (formerly Tilling-Stevens Motors, Ltd.), announcing that the name of Tilling-Stevens Motors, Limited, the well-known commercial motor vehicle manufacturers, of Victoria Works, Maidstone, has been changed to T.S. Motors, Limited. The letter explains the reasons for this change and emphasises the point that beyond the change of name the affairs of the Company will be conducted as heretofore.

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British Economic Mission to the Far East.—The Department of Overseas Trade announces that the Economic Mission to the Far East, the formation of which was recently announced by Mr. G. M. Gillett, M.P., will leave this country on the 19th September. The terms of reference of the Mission are "to enquire into the present condition of British trade with China and Japan, and to report what action should be taken to develop and increase that trade." Its personnel is as follows:—Sir Ernest Thompson, J.P. (Chairman), Sir Thomas Allen, Mr. James Bell, J.P., Mr. William A. Crowther, J.P., Lieut.-Colonel Reginald Morcom, C.B.E., Mr. Louis Beale, G.B.E., Mr. T. St. Quintin Hill, O.B.E. (Secretary), Mr. F. A. Barnes (Assistant Secretary). The Mission is desirous of obtaining the views of those interested in Far Eastern trade as to the problems which the Mission should examine, and the Department of Overseas Trade (35 Old Queen Street, S.W.1) would, therefore, be glad to receive as early as possible any communications which those concerned feel disposed to make. All information received by the Department will be communicated to the Mission.

Portable Road Signs.—The Automobile Association has adopted light canvas signs, which, rolled up, can be carried easily by the Road Patrols. We understand that the new sign is a development of the A.A. "Loopway" sign, which constitutes a part of the ordinary kit of A.A. Patrols and which may be quickly fixed or hung on trees, etc., immediately patrols are aware of trouble on or near their beats.

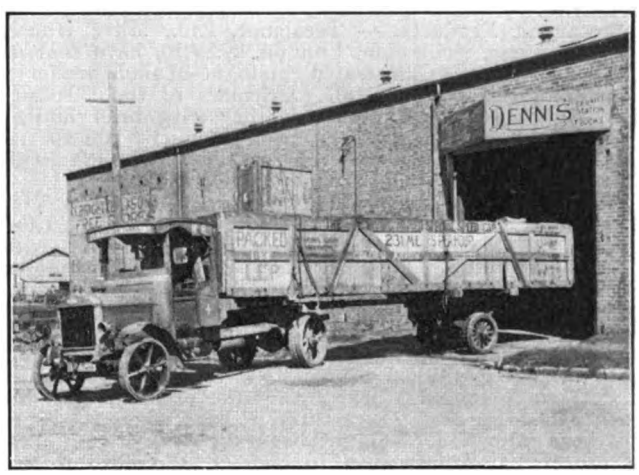
AN A.A. SCOUT ERECTING ONE OF THE NEW PORTABLE CANVAS SIGNS.

Road Traffic Act. Series of Addresses to be Given by Mr. F. G. Bristow. — Mr. F. G. Bristow, F.C.I.S., M.Inst.T., the General Secretary of the Commercial Motor Users' Association is between now and the end of the year giving a series of addresses on the provisions of the Road Traffic Act, 1930, before various technical and commercial organisations at Barnet, Bedford, Birmingham, Brighton, Bristol, Cambridge, Canterbury, Croydon, Exeter, Lincoln, Luton, Maidstone, Manchester, Margate, Newport, Oxford, Reading, Salisbury, Southampton and Tunbridge Wells. It is hoped in this way to bring home to owners and drivers of all classes of motor vehicles their responsibilities under this new Measure.

Novel One-Fold Map for Motorists.—The Automobile Association has produced a new "quarter-inch" series of maps covering the whole of Great Britain. This has been designed specially to meet modern conditions. It is printed in full colours with gradation for altitude, and the scale has been carefully chosen so that neither details nor handiness has been sacrificed. The primary object is to provide a reliable guide to the highways and by-ways of the country, which have been classified under:—(1) Recommended throughways; and (2) good motoring roads, both of which show the grade numbers of the Ministry of Transport; (3) other serviceable roads, while certain roads not in general use, private roads and bridle and footpaths are also indicated. Ferries are clearly shown, also a large number of mountains, lakes and other physical features. This road information has been based upon an actual survey made by the Automobile Association. The maps, which are printed and published by Messrs. John Bartholomew and Son, Ltd., are folded in the ever-ready style. They are issued in three types:—(1) Folded paper; (2) Mounted on cloth and folded; (3) mounted on cloth and dissected, and the complete set of 23 sheets is supplied in a strong case. Members of the A.A. can purchase copies at reduced prices at any A.A. office.

Map of the Road Traffic Areas in Great Britain.—When Part IV. of the Road Traffic Act, 1930, which deals with the regulation of public service vehicles, comes into force, in place of some hundreds of licensing authorities for public service vehicles, there will be substituted Traffic Commissioners responsible for the co-ordination of road transport in specified areas covering the whole country. To meet the special requirements of operators occasioned by this delimitation of the country into such Traffic Areas, the publishers of Garcke's "Motor Transport Year Book" have prepared a map of Great Britain showing the Areas, and the principal places in each area. The map (size 34 in. by 19 in.) has been specially drawn with a view to use in the re-grouping and re-arrangement of traffic route-centres and is printed on stout litho paper suitable for marking, Colouring, etc. Copies can be obtained (price, 2/- each) from "The Motor Transport Year Book," 13/16 Fisher Street, London, W.C.

Dennis Transport for Famous Cars.—What are probably the two most famous racing cars in the world, the "Golden Arrow," which holds the world's record, and the "Silver Bullet," have depended on a Dennis lorry for transport. The "Silver Bullet," it will be recalled, was conveyed from the Sunbeam works to Southampton earlier this year on a Dennis rigid 6-wheeled 12-tonner. The photograph which we reproduce has been sent over



THE CASED "GOLDEN ARROW" ON A DENNIS 2½-TON CHASSIS WITH 2-WHEELED TRAILER IN AUSTRALIA.

by Brightwell & Sons (Dennis Truck Sales, Ltd.), who are the Dennis agents in Sydney, Australia. It shows the cased "Golden Arrow" being carried by a Dennis 2½-ton chassis with a 2-wheeled trailer which conveyed it between the Sydney wharves and the Royal Agricultural Society's Show ground where it was exhibited.

The Roads Improvement Association.—The Chairman of the Roads Improvement Association (Mr. Rees Jeffreys) and General E. G. Wace, C.B., D.S.O., left on Sept. 6th by the "Empress of France" to attend the Canadian Good Roads Convention at Quebec on Sept. 16th-18th. Mr. Rees Jeffreys will address the Convention on "How the Constituent Parts of the British Commonwealth can best co-operate to develop their Road Systems." Mr. Rees Jeffreys will proceed from Canada to Washington to attend the Sixth International Road Congress on October 6th-11th, where he will be joined by Messrs. J. S. Killick, C.B.E., M.Inst.C.E., George Mitchell, Wallace E. Riche, W. E. Cone, Brig.-Gen. E. G. Wace, C.B., D.S.O., and Major R. A. B. Smith, M.C., M.I.Struct.E., A.M.Inst.C.E., who will, with the Chairman, represent the R.I.A. at this Congress. Mr. Rees Jeffreys has been appointed a delegate of the British Government at both gatherings.

F.W. & R.A. New Members. — The following firms have been elected to membership of the Furniture Warehousemen & Removers' Association:—Messrs. Spooner & Co., Ltd., Bedford Street, Plymouth, and H. Sabey & Son, Ltd., 23-31, Willesden Lane, Kilburn, London, N.W.6.

Canal Development. Grand Union Company's Scheme.—The directors of the Grand Union Canal Company report that the net revenue for the half-year ended June 30th last, after providing for Debenture interest, Preference dividend, and other charges, permits of an interim dividend at the rate of 1½ per cent. per annum. Traffic

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has not increased to any extent in comparison with last year owing to the prevaling depression in trade. The Development (Public Utility) Advisory Committee has approved in principle the company's scheme of canal development between London and Birmingham, estimated to cost a total of £881,000, on £500,000 of which the committee has agreed to recommend a grant of interest over a period of 15 years as and when the necessary powers are obtained by the company. Immediate steps are being taken to arrange an agreement with the Oxford Canal Company with respect to its 5½-mile section on the through route in order that the necessary Bill may be laid before Parliament by the Grand Union Company forthwith, or any other appropriate procedure adopted. A special meeting of the proprietors will be called in due course to obtain their approval of the scheme.

The British Motor Industry. — The Society of Motor Manufacturers' and Traders' has decided to issue their Annual Summary, known as "The Motor Industry of Great Britain," in May of each year, from 1931, instead of in October as hitherto. Publication earlier in the year, it is believed, will prove of greater assistance to the industry by presenting to members tables brought as near to the end of the calendar year as possible. In order to bridge the transition period, the statistical and information department of the society has issued a booklet entitled "British Motor Industry: Summary, 1930," in which statistics are given of road transport in Great Britain, the British motor market and exports of other producing countries.

Tecalemit Products. — Tecalemit, Ltd., Mitre House, Scrubbs Lane, Willesden, London, N.W.10, have sent us a copy of the latest illustrated catalogue of their products. The catalogue includes full particulars of the "Tecalemit" lubricating equipment together with brief notices on the more important of the firm's products. Of special interest is that part of the catalogue dealing with Tecalemit bulb lubricating and service equipment.

Motor Policies. — We have received from Crusader Motor Policies, Ltd., head offices, 24-26 Holborn, London, E.C.1, a copy of their latest booklet dealing with "Crusader" Motor Policies. Complete rates are quoted for cover for business cars, chars-a-banc and buses, commercial vehicles, fire risk to garage, etc. It is pointed out that, if desired, the insured may avail himself of the special privilege under an ordinary comprehensive policy, without any additional premium, whereby the Company undertake to refund 5 per cent. of the premium paid for each vehicle insured, every three months where no claim has been intimated. This privilege, the booklet continues, is especially advantageous to owners who wish to encourage their drivers to keep a clean claims record, by showing a financial reward, as the bonus may be passed on to the driver responsible for each quarter free of claims. It should particularly appeal to char-a-banc and bus proprietors.

MERSEYSIDE.

Sir Henry Maybury Speaks.—In his report on Liverpool traffic problems to the Corporation, Sir Henry Maybury speaks highly of the trackless trolley vehicle. Instead of providing special overhead equipment, however, he imagines it will be the policy of the Corporation to augment the existing motor omnibus fleet, the vehicles in which he says, are of the most modern type, extremely comfortable and very satisfactory.

Centenary Celebration.—The principal transport event of the month in Liverpool, as well as in the county, is the centenary celebration of the opening of the Liverpool and Manchester Railway, at Liverpool, for a week commencing 13th September. Both Liverpool and Manchester besides the L.M.S. Railway Company have done their part in sponsoring the celebrations. Stephenson's railway between the two cities inaugurated a new age of travel, and was the direct ancestor of the present London, Midland and Scottish Railway. A railway exhibition of working models, miniature railways and historical material is being held in St. George's Hall, whilst in the Wavertree playground there is a display of ancient and modern rolling stock starting with a train of 1830, running round a circular track, and including an exhibition of the latest engines and rolling stock used here and in other countries. One of the most attractive parts of the celebrations is a transport pageant in which 3,500 men and women take part. Old locomotives like The Rocket are brought in, not to mention elephants, camels, dog teams and horses. There are glimpses of a covered wagon convoy, highwaymen holding up a coach, Spanish transport in Don Quixote's days—these and a dozen other incidents make the pageant exciting enough.

Difficult Load for one of M.R.S.'s Scammells. — The mammoth Scammell lorry of M.R.S., Ltd., performed a difficult task on 28th August in transporting a 56 ft. launch through a 15 ft. gateway from the Bootle works of Harland and Wolff, Ltd., to Gladstone Dock. The launch weighed twenty tons. The lorry which could only just get into the shed, was manoeuvred underneath the launch; the girders supporting it and resting on hydraulic jacks were lowered and the launch sank slowly into position on the lorry.

MANCHESTER.

Robinson's Cameo.—Realising that there is probably a large number of motor vehicle owners who are not aware of the obligations imposed upon them by the Road Traffic Act, Mr. H. Howard Robinson, A.M.Inst.T., has compiled a useful summary of the main provisions for circulation to members of the Manchester Transport (Owners') Association. The summary is a model of succinctness and lucidity and has proved distinctly helpful to the recipients. Many expressions of appreciation of this service have been received by Mr. Robinson, who informs us that he is willing to supply copies to unattached commercial motor users in the district, if they will make application to him at his office, 28, Queen Street, Manchester. Members of the Association are always kept well advised of legal and other changes affecting their interests.

New Co-ordination Plan.—To secure closer co-operation and co-ordination of the motor bus services in the Manchester area, a conference of local authorities interested in motor bus operation has been held recently in Manchester. It was decided to appoint a sub-committee to develop negotiations with the railway companies with the object of reaching an agreement with them similar to that existing between the Manchester Corporation and the North Western Road Car Co., Ltd., of Stockport. It is hoped, as the result of these negotiations, bus owners will conduct their businesses on uniform lines, in providing travel facilities for passengers in the areas they serve.

More Mileage for Buses.—Negotiations are taking place between the Altrincham Council and the Manchester Transport Committee with a view to the supersession of the tramways service by motor buses.

NORTH-EAST COAST.

Daily Planes to London?—Mr. Glenton Friars, head of Glenton Friars (Road Coaches), Ltd., of Newcastle and Blaydon-on-Tyne, is considering a scheme for 14-seater aeroplanes to run daily between London and Glasgow via Newcastle. He considers that there is no outstanding difficulty in inaugurating an air service, and says that he already has his London-Newcastle buses connected with the Dover-Calais seaplane service. "It is just possible," he added, "that we can organise a seaplane service, with planes leaving the Tyne and depositing their passengers on the Thames Embankment opposite the Houses of Parliament."

Newcastle Trams make £36,816 Profit.—The annual report of Newcastle Corporation's Transport and Electricity Committee shows that during the year ended March 31st last the tramways earned a net profit of £36,816, compared with only £2,328 in the preceding year. Omnibuses, on the other hand, lost £6,420. The gross profit was £159,150, but from this various deductions are made for interest, redemption, and other charges. The North East Coast Exhibition, last year, increased tram receipts by about £19,500; tram and bus advertisements brought in £7,694, and there has been a decrease of £2,300 in tram working expenses although 95,686,328 passengers were carried during the year. Since January, Corporation buses have earned progressively increasing profits week by week. Receipts on Newcastle trams average £8,647 and on the buses £3,351. In the tram receipts there is a decrease of £21,697, and in the bus receipts an increase of £17,413. In each of the past six years a sum of £14,000 has been contributed by the undertaking in relief of rates, but no such payment could be made in the year under review.

A Big Scheme.—Newcastle is one of the cities which it is intended to equip with a roof aerodrome according to the national scheme of a London syndicate. Under this ambitious plan, each structure will cost about £1,500,000, comprising shops on the ground floor; more shops, besides lifts and car parks, on the three floors above; wholesalers' quarters on the fourth floor; offices and residential flats on the fifth floor; and hangars and workshops on the top floor. The consulting engineer to the syndicate hopes to visit Newcastle to select a site shortly.

Wallsend Bus Contest.—Messrs. Wakefield's Motors, Ltd., of North Shields, appealed, at a Ministry of Transport inquiry, against the refusal of Wallsend Corporation

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to grant them licences to run a service between High Farm and Station Road. Mr. H. A. Stagg admitted that the route did not pay at present, but they thought it would in the future.

Municipal Bus Garage.—Owing to the rapid development of Newcastle Corporation's omnibus undertaking the problem of housing the 100 and more buses is becoming acute. It is suggested to construct a central garage, with repair shops, etc., on made-up land at the Ouseburn tip, at a cost of approximately £50,000.

3,000 Miles Non-Stop Run.—A loaded 30 cwt. Chevrolet lorry engaged recently on a 7 days and 7 nights non-stop run over a 40 miles course around Tyneside. The lorry, one of the drop-side type, started from Messrs. C. H. Mason & Co., Ltd.'s showrooms in Newcastle and completed 3,288 miles within the time stipulated.

South Shields Transport.—The annual report of the South Shields Corporation Tramways and Motor undertaking for the year ended March 31st shows a gross profit of £18,560 after paying all operating expenses. A surplus of £2,389 is carried to the Reserve Fund.

HULL.

Proposed Humber Bridge.—The attitude of the local authorities in both East Yorkshire and North Lincolnshire towards the proposed Humber bridge is exceedingly disappointing to enthusiastic members of the Hull City Council. The bridge is to cost £1,750,000 and the Ministry of Transport has agreed to contribute 75 per cent. of that amount conditionally upon the local authorities concerned providing the balance amongst them. Hull has voted £200,000 and the small town of Barton-on-Humber £10,000. On the ground that its expenditure on roads reaches the maximum of its capacity to pay, the East Riding County Council refuses to come into the scheme. With two exceptions the smaller local authorities in the Yorkshire area have taken their cue from the County Council and decline to give anything. The chief authority on the Lincolnshire side, the Lindsey County Council, has offered £30,000, but amongst other conditions stipulates that road works, estimated to cost between £85,000 and £100,000 shall be part of the scheme. In these circumstances a second conference of representatives of the various authorities held at Hull recently was, not unnaturally, somewhat unsuccessful and disappointing. The Hull members know the people of both counties want the bridge very badly. They also know the countrymen hold the view that Hull is so keen on getting the bridge that in the last resort it will be prepared to find all the necessary money itself. That certainly is the attitude of some members of the City Council, and their plan is to seek authority to recoup the Corporation by imposing tolls. The Minister of Transport has intimated that he will allow tolls to be collected for a limited number of years in order to avoid heavy local rates. Meanwhile Mr. J. H. Fisher, the chairman of the Humber Conservancy Board, has sounded a note of warning as to the probable danger to navigation of the erection of a bridge and it is practically certain that that body, and the Aire and Calder Navigation Company, who have such large interests in the port of Goole, will be found in opposition when a Parliamentary bill is promoted.

SOUTH WALES.

Western Welsh Omnibus Company, Ltd.—The Western Welsh Omnibus Co., Ltd., sent one of their new Leyland Lion buses to the Penarth Carnival on August 20th. Daintily coloured in Lido blue and primrose yellow, with curtained windows, the bus looked well. It took second prize, and made a splendid advertisement, being driven by Mr. George Bennett, who, two years ago, drove one of the Company's buses through England and Scotland in a unique fortnight's tour. The first prize was taken by Messrs. Wm. Hancock, Ltd., the parent concern of the pioneer South Wales Motors, with a tableau of an old English brewery on a lorry.

Cardiff's Buses.—The Cardiff Corporation omnibus service is being improved in several directions. Mr. N. A. J. Cohen, of the Ministry of Transport, attended at the Cardiff City Hall on August 20th to hear the application of the Corporation to extend the Ely and Llandaff route to Rhiwvina, to complete the outer circle of the boundary of the Borough. Mr. Kenvyn Rees (Deputy Town Clerk) explained that this was the only deficiency of the Corporation scheme to get city and dock workers to their offices and shops. An appeal by the Barry Associated Motors also concerned the garden city suburb of Rhiwvina. They appealed against the refusal of a through licence to Barry Island by the Cardiff Watch Committee. Mr. Kenvyn Rees said the Corporation opposition would be withdrawn if the Barry Associated Motors would charge a minimum fare of 6d. single and 9d. return between Llandaff G.W.R. Station and Culverhouse Cross. The inspector said he would report to the Minister after an inspection of the routes.

NORTHERN IRELAND.

Bus Fares.—The Northern Ireland Road Transport Fares Tribunal has now granted the application of the London, Midland and Scottish Railway Co. for the alteration of the basis of fares charged on buses running between Belfast and Ballyclare. The basis provides for fares at one penny per mile for the single journey, fractions of a mile being disregarded, and the same figure plus 50 per cent. for the return journey. For weekly season tickets the proposed rates were based on six single fares determined in accordance with this schedule.

L.M.S. Belfast Bus Depot and Terminus.—The London, Midland and Scottish Railway Co. have acquired Smithfield Mill, an old building in the centre of Belfast, and are converting it into an up-to-date bus depot and terminus. The buses will in future operate from this station, and not from stands scattered here and there throughout the city.

Belfast's Proposed Air Port.—The proposal to establish an air port in Belfast has been revived, and the Ulster Government are in communication with National Flying Services, Ltd. Some months ago the Belfast Corporation included in a Parliamentary Bill a provision for the payment of a certain sum towards the rent of the land required for the aerodrome, but on a plebiscite being taken this proposal was defeated. At that time the Harbour Board wanted £600 per year for 60 acres, but National Flying Services would not give so much and the difference was to be met by local bodies. The Chamber of Trade have now agreed to contribute, as have the Chamber of Commerce and other business associations, and it seems likely that Belfast will have its air port after all, for both sea and land machines. The £600 per year required by the Harbour Board is not really rent, but is an annual charge to be levied because work required to be done to the site would cost the Board £6,000.

IRISH FREE STATE.

Value of Commercial Motor Vehicles Imported into the Irish Free State during the First Six Months of 1930.—Towards the end of August Irish Free State trade returns, dealing with the first six months of the present year, were issued, from which it appeared that the value of the commercial motor vehicles imported into the Free State for the period January-June, 1930, was £104,383, as compared with £107,916 for the first six months of 1929. Motor tractor parts to the value of £694,654 were imported during the first half of the present year, as against £247,931 during the January-June period of 1929. During the first six months of 1929, only 519 tractors, valued at £55,748, were exported from the Irish Free State, whilst during the first half of the present year up to 13,605 tractors, valued at £1,418,731, were exported from Cork. Touring motor cars to the value of £611,888 were imported during the first six months of 1930, as compared with £706,688 during the corresponding period of 1929.

Limerick Becoming a Centre for Free State Bus Traffic.—Limerick is becoming an important and progressive centre for the bus traffic in the Irish Free State. Just now, the Irish Omnibus Company has in course of construction an extensive garage for their vehicles. The building is being put up in concrete and corrugated iron, and takes in a considerable space of ground, on a suitable and convenient site situated near the goods depot of the Great Southern Railways Company on the Roxborough road, Limerick. When completed, the garage will house all the buses plying from that city as a central station, and it is the intention of the I.O.C. to have all repairs executed there, which will provide employment for several additional hands, and benefit the city accordingly.

Need for Adequate Control of Motor Traffic in the Irish Free State.—At the annual meeting of the General Council of Irish Free State County Councils, held in Dublin last month, the subject of the increasing bus competition and other forms of motor transport in the Free State came on for discussion, and a resolution, as follows, was adopted:—"That in consequence of the great increase in motor traffic and lack of any form of control over such traffic, it is the opinion of this Council that the travelling public and pedestrians are subjected to grave risk and danger on the roads, and therefore the opinion of this Council is that the Government should introduce without delay a measure of control which would embody strict driving tests for drivers, the introduction of third-party insurance, effective penalties for dangerous driving, and control over wasteful bus competition."

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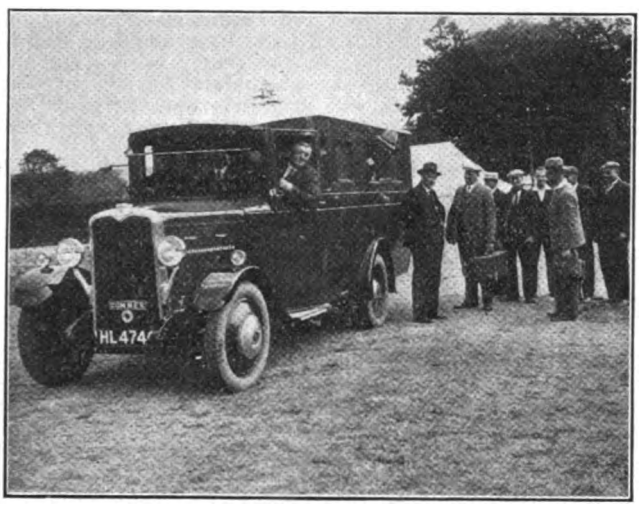
Motor Notes.

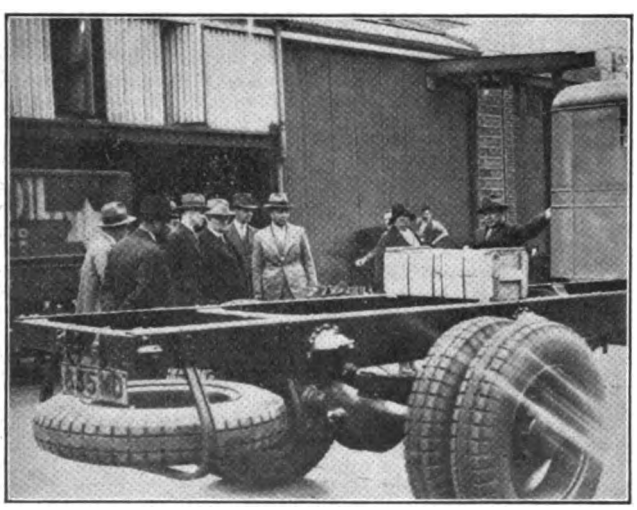
A Commer Police Van.—The police van illustrated has recently been delivered to the West Riding Constabulary by Commer Cars, Ltd., Luton. The chassis is the G2 type, while the bodywork was supplied by Charles Roberts & Co., Ltd., of Horbury Junction, Wakefield. Three compartments are provided, the first being for women,



A "COMMER" POLICE VAN FOR THE WEST RIDING CONSTABULARY.

the middle for men, while the end one is reserved for the policeman in charge. The vehicle can be converted, when necessary, into an open van by removing the partitions. Lieutenant Colonel F. Brook, Chief Constable of the West Riding, was responsible for the interior arrangements.

Roumanian Delegation at A.E.C. Works.—Recently members of the Roumanian Delegation, visiting this country for the Inter-Parliamentary Union Conferences, and in connection with trade development, paid an interesting afternoon's visit to the A.E.C. Works, Southall, where the Company's latest types of passenger and com-



ROUMANIAN TRADE DELEGATES INSPECTING THE "MERCURY" CHASSIS AT THE A.E.C. WORKS.

mercial chassis were displayed. Dr. Stefan Cicio Pop, President of the Roumanian House of Deputies, headed the group of visitors and great interest was evinced in all A.E.C. products and the up-to-date methods employed at the factory. Roumania aims to industrialise her country and she wishes to develop trade outside Roumania's own resources, particularly with Great Britain. Some of her urgent calls are for omnibuses, commercial vehicles, electric goods, tractors and machinery.

"Bull" Eddy-Current Brakes.—A booklet has recently been published by Bull Motors, Ltd., of Ipswich, an associated company of Agricultural & General Engineers, Ltd., describing the Bull Eddy-Current Brake for use on electric trolley buses, and other vehicles. The booklet points out that the brake is very simple to operate and calls for the minimum effort on the part of the driver. It is noiseless in operation, eliminates all "snatchiness," and its smooth action adds considerably to the comfort of passengers. Briefly stated, a short-circuited steel rotor is mounted on the motor shaft, and rotates within a specially designed field magnet frame. Braking effort is obtained simply by exciting the field which thereby induces currents in the rotor itself, these currents reacting upon the field magnetism to bring the motor to rest. The braking power is entirely dissipated within the rotor as heat, cooling air being drawn by a fan past fins on the rotor to keep the motor temperature within safe working limits. It is claimed that there is no frictional contact and no wear; maintenance charges are negligible and the current consumption for field excitation never exceeds 1 kilowatt. The brake is operated through a controller actuated by the foot-brake pedal, and is effective down to a speed of 3 m.p.h. After it has been operated fully a further depression of the pedal brings the friction brake into action for complete stopping or emergency. Tests carried out by the Mexborough and Swinton Traction Company showed that the saving effected in one year by running their fleet of 27 vehicles with the Bull Eddy-Current Brake was:—On tyres, £500; on brake expenses, £370.

FLEET OF ALBIONS OWNED BY MESSRS. PRICES (TAILORS) LTD., LEEDS.

1930-31 Vulcan Programme.—The 1930-31 Programme just issued by the Vulcan Motor and Engineering Co. (1906), Ltd., Crossens, Southport, is of much interest. While making a cut in price the firm are still giving the same well-known quality and value, and the performance and specification has been improved where it has been thought necessary. The following is the range of models:—Goods Vehicles: 30/35 cwt. normal control, £295; 30/35 cwt. forward control, £350; 40/45 cwt. normal control, £355; 40/45 cwt. forward control, £385; 50/60 cwt. normal control, £495; 50/60 forward control, £535; 70 cwt. normal control, £575; 35/40 cwt. low loader, £365; 60 cwt. low loader, £465. Passenger Vehicles. "Duke" 20-seater, 4 or 6 cyl., £545; "Duchess" 26-seater, 4 or 6 cyl., £650; "Prince" 32-seater, 6 cyl., £1,050; "Emperor" (double decker) 50-seater, 6 cyl., £1,150. The above prices are for chassis only including pneumatic tyres. Ex. works.

Barford & Perkins New Catalogue.—Barford & Perkins, Ltd., Peterborough, have issued a new catalogue describing fully their series "B" motor rollers. The catalogue is profusely illustrated with photo illustrations. The "B" series of motor rollers are produced in two sizes, namely, the "BG" of 3 tons and the "BK" of 4 tons and they are of the three wheel design. The engine fitted is a four cylinder type 70 m.m. bore × 109.5 m.m. stroke developing 13.25 b.h.p. at a normal speed of 1,100 r.p.m. Cooling is thermo-syphon assisted by fan, pressure oiling, Zenith carburetter and Simms magneto. The two back rolling wheels are each 42 in. diameter by 15 in. wide. The front rolling wheel (in two parts) is 33 in. diameter by

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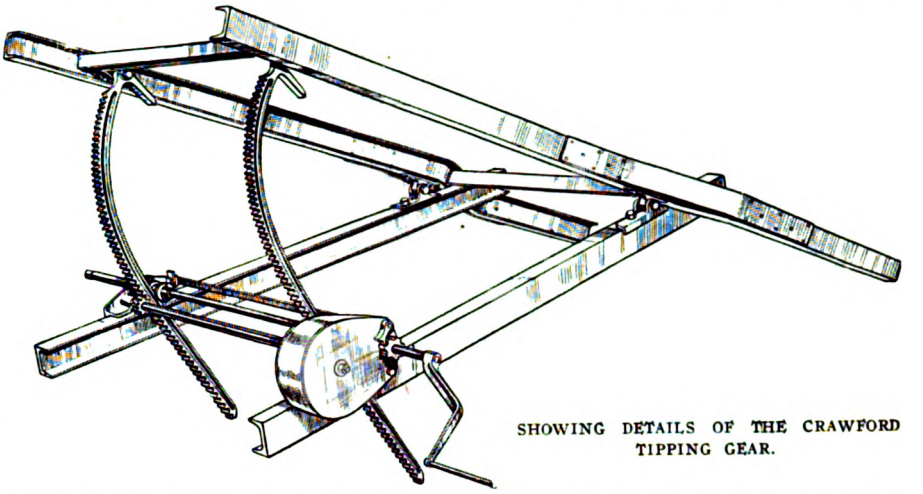
36 in. total width. The rolling width is 4 ft. 6 in. and the overlap 4½ in. A two speed gear is fitted giving approximately 1¾ and 3½ m.p.h. forward and reverse. This catalogue presents in clear and simple form details of the latest road rolling methods and roller design, and copies can be obtained upon application to Messrs. Barford & Perkins, Ltd., Peterborough, or to the Publication Department, Agricultural and General Engineers, Ltd., Aldwych House, Aldwych, London, W.C.2.

Crawford Tipping Gears.—On page 573 of our August issue we published details of the Crawford Tipping Gear manufactured by the Crawford Tipping Gear Co., 128, Much Park Street, Coventry. Unfortunately, the block showing diagramatically the details of the gear was printed upside down and of course gives quite a wrong idea of the working of the gear. We now show the gear in the correct position. The principle on which the gear works is as follows: The gear complete is mounted and assembled as a unit, ready to be applied to any chassis and body. It consists of a subframe mounted on the chassis frame and the tipping frame upon which the body rests. The tipping frame is pivotted by a transverse hinge at the rear, and at the forward end is provided with two curved racks, which engage with toothed gearing on a transverse shaft mounted on the sub frame. This shaft is turned by reduction gearing in a gear box on the nearside subframe member, and a pawl is provided to ensure safety when raising or lowering. The curved racks are so shaped, hinged and disposed relatively to the driving pinions that when the tipping body is lowered, the racks are raised clear of the ground to an extent greater than the axle clearance of the vehicle. When the body is in the running position a minimum amount of space is wasted between the front end of the body and the rear of the cab and the racks are tucked well up under the chassis out of the way of any obstacles which might be on the road, the racks actually folding up above the lowest point of the back axle.

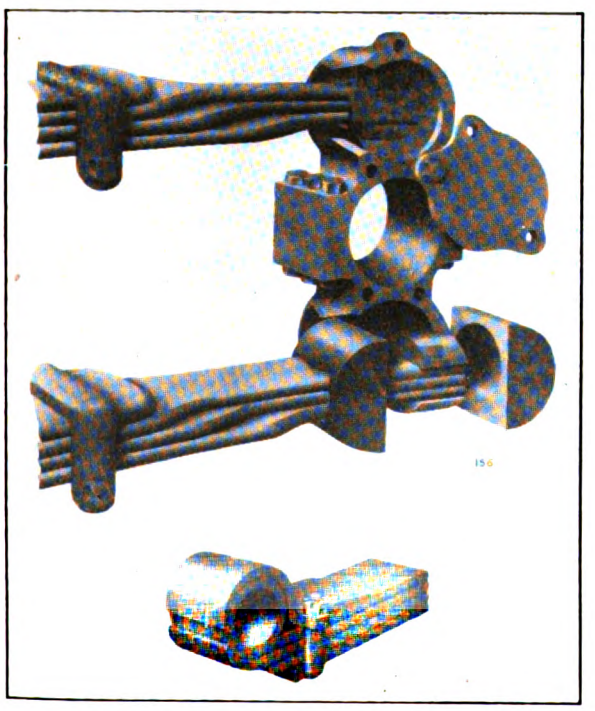


SHOWING DETAILS OF THE CRAWFORD TIPPING GEAR.

A.E.C. Indian Distributor's New Address.—The A.E.C. inform us that the address of their Indian Distributors, Messrs. Walford Transport, Ltd., has been changed from 6-7, Bentinck Street, Calcutta, to 71-73, Park Street, Calcutta.

Fox Patent Swivelling Coupling and Anchor Clips.

THIS device can be incorporated in either four-wheel or six-wheel vehicle designs. By its adoption, the designer can obtain complete elimination of twist in suspension. A special member is provided to take the forces of torque and tractive effort. The forces of bending and impact are given particular consideration in the design and the unit as a whole represents a self-contained bracket, which completely supersedes the old-fashioned dumb iron and shackle arrangement of mounting.



TOP: THE FOX PATENT SWIVELLING COUPLING FOR SIX-WHEELED VEHICLE. BOTTOM: THE FOX PATENT ANCHOR CLIP.

In the case of a six-wheel vehicle, the outer casing consists of a bracket axle box, which carried the members for locating the spring ends, and complete swivelling is obtained through a series of rotating and sliding cylinders which are each in turn internally mounted. Attachment between the spring and swivelling coupling is provided which separates torque and thrust from bending stress reactions. The torque or thrust member of the spring is recommended to be placed in the second or third plate position from the back, which arrangement gives longitudinal support above and below the torque or thrust member. At the end of this torque or thrust member is provided a boss or pin through which the torque and thrust is transmitted to the rotating and sliding cylinders.

With regard to the bending actions in the spring, the back plate, together with the second or third plate, as required, are made of equal length. This plurality of plates is mounted inside the rotating and sliding cylinders, which by reason of the arrangement separates the bending and the thrust stresses. The advantages of such an arrangement are obvious, and any number of plates can be included inside the swivelling coupling, covering for any value of torque and impact reaction stresses.

The arrangement is easy to mount, it is simple in design, and by reason of its construction, it is cheap to produce.

From this description it can be seen that the arrangement is equally suitable to four-wheel vehicle design, in which case the coupling mountings may be bolted either to the web or flange of the chassis. In those cases where web construction is adopted, a lower centre of gravity becomes possible.

The purpose of the patent anchor clip is to distribute the stresses of braking torque reactions through those portions of the spring which otherwise become idle under torque reaction conditions. The Fox anchor clip provides a means whereby under braking conditions the torque reaction is distributed through as many spring leaves as is considered desirable. It can be fitted to any existing type of spring, provided the dumb iron and shackle clearance will permit of the extra plate thickness, and in any circumstances can be adopted without serious alteration to dumb iron or shackle design. The arrangement of the anchor clip can, of course, also be used as a means of limiting rebound.

The coupling and clip are manufactured and supplied by Samuel Fox & Co., Ltd., the well-known steel manufacturers of Stockbridge Works, Nr. Sheffield.

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County Court Judgments.

THE following returns from the Registry of County Courts' Judgments, Whitehall, have been received relating to judgments entered up in the respective County Courts of England and Wales. Publication does not imply inability to pay. Many judgments may have been settled between the parties or paid. Judgments settled otherwise than through the Court may appear unless "satisfaction" is entered up within twenty-one days from judgment or allocatur. Registered judgments are not necessarily for debts. They may be for damages or otherwise, they may relate to actions *bona fide* contested between the parties, or they may be against defendants, liable in a representative capacity, and not personally; but no distinction is made on the register. Judgments are not returned to registry if satisfied in Court books within twenty-one days.

David W. Smith, 6, Dunmow Road, Bishop Stortford, Herts., haulage contractor. £30/2/7. June 2nd.
Robert Burrows, 1, Ward Street, St. Helens, Lancs., master carter. £39/19/8. June 17th.
Robert Simms, 119, Yorkshire Street, Oldham, Lancs., char-a-banc proprietor. £44/12/0. June 19th.
E. J. Mylon, Merrimans, Hayes, Middlesex, haulage contractor. £109/3/8. June 12th.
H. W. Watling, Old Market Street Garage, Thetford, Norfolk, haulage contractor. £26/12/8. May 23rd.
H. Collins, 176, High Street, Colliers Wood, Surrey, haulage contractor. £25/16/7. June 16th.
Mr. H. Pern (trading as Stockwell Transport), Brixton, transport contractor. £32/19/7. June 3rd.
Edward John King, 1, Prospect Cottages, Allcannings, Devizes, Wilts., haulage contractor. £27/2/0. June 16th.
Chas. Naylor, 115, Recreation Terrace, Dinnington, Yorks., haulage contractor. £37/11/0. June 20th.
Harry Ward, 17, Meadow View Road, Sheffield, haulage contractor. £27/0/4. June 7th.
P. Wm. Newman, Hampden, Ledgers Road, Slough, Bucks., haulage contractor. £54/2/0. June 18th.
Standard Haulage Co., Derwent Street, Derby, Haulage contractors. £29/2/6. June 4th.
Saml. Trenchard, Spicelands, Uffculme, haulier. £37/17/3. June 16th.
E. G. Wilson, 25, Edinburgh Road, Ashford, Kent, haulage contractor. £25/4/0. June 26th.
Jno. A. Pinnington, 10, Fernhurst Avenue, Blackpool, Lancs., general carrier. £50/19/0. June 17th.
Jack Mears, Baston, Lincs., haulage contractor. £51/4/3. May 19th.
M. J. McKeon, 52, Lampton Road, Hornsey Rise, London, N., haulage contractor. £86/14/1. June 5th.
Wm. Payne, 117, Somerset Street, Abertillery, Mon., haulier. £22/6/4. June 17th.
T. Adams, Old Street, Ludlow, Salop, haulage contractor. £23/19/6. June 24th.
Wm. & Jno. Lewis, West-view, Minsterley, Salop, hauliers. £36/12/8. June 14th.
Barlow & Copeland, 44, Chapel-la Harriseahead, Staffs., haulage contractors. £21/6/4. June 21st.
A. & H. Transport Co., Wolverhampton Street, Dudley, Worcs., transport contractors. £42/13/6. June 17th.
Sydney Eastwood, 105, Weston Street, Sheffield, Yorks., haulage contractor. £26/17/3. June 20th.
Herbert Sutton, Minsthorpe Lane, South Elmsall, Yorks., haulage contractor. £24/0/8. June 25th.
W. J. Silvey, Hermitage, Nr. Newbury, Berks., carrier. £26/4/11. June 27th.
— Meakin, Hollis Lane, Chesterfield, Derbys., carting contractor. £31/2/5. July 1st.
E. Wm. Ward, 1c, Peterborough Villas, New King's Road, Fulham, London, S.W., haulage contractor. £42/3/6. June 26th.
Hy. Giles, 8, Lambridge, Bath, Som., haulage contractor. £35/2/3. June 26th.
A. Colam, 21, Grafton Street, Hull, haulage contractor. £31/9/10. July 3rd.
J. Jennings, 12, View Croft Road, Shipley, Yorks., carrier, £25/19/1. July 1st.
K. Chas. Prynn, The Bungalow, Winestead, Yorks., carrier. £31/11/4. June 28th.
W. P. Griffiths, 6, Bridge Street, Waunarllwydd, Swansea, haulage contractor. £141/12/11. June 6th.
T. P. Wilson, Blinderake, Cockermouth, Cumberland, haulage contractor. £59/8/6. June 27th.
C. Young & Sons, Alresford, Hants., haulage contractors. £37/5/3. July 4th.
Jas. R. Hunter & Mary Hunter (his wife), Stable-cot, Basin Lane, Wigan, haulage contractor. £25/12/0. June 26th.

The Gazette.

Dissolutions of Partnership.

JOHN WILFRED LUMLEY and ALAN DUNCAN JESSETT, trading as Jessett & Lumley, motor coach proprietors, Haywards Heath, Sussex. 10th July, 1930.

HARRY BOOTHMAN, JAMES THORNLEY and FRANK PICKUP, trading as The B.T.P. Transport Company, motor haulage contractors, 61, Chapelfield Road, Ardwick, Manchester. 15th July, 1930. All debts by James Thornley and Frank Pickup who will continue.

ELIZA EMMA BARRINGER, PHILLIP BARRINGER and JONATHAN BARRINGER, trading as Barringer & Sons, carters, etc., Godmanchester, Huntingdonshire. 15th August, 1930. All debts by Eliza Emma Barringer and Jonathan Barringer, who will continue.

MURIEL LUCY TOMPSON, WALTER HOWE JUBY and the late WALTER TOMPSON, trading as G. & E. R. Tompson, haulage contractors, etc., 12, College Street, Bury St. Edmund's Suffolk. 14th July, 1930.

THOMAS SHARP CLAYTON and JOHN RIDDICK, trading as Clayton & Riddick, motor haulage contractors, 28, Chapel Street, Liverpool, Lancs. 1st June, 1930.

The Bankruptcy Acts, 1914 and 1926 Bankruptcy Proceedings.

WILLIAM EDWARD PITCHFORTH (Senior) and WILLIAM EDWARD PITCHFORTH (Junior), 21, Park Avenue, Elland, Yorks, lately trading as W. E. Pitchforth, haulage contractors. Receiving order and order of adjudication, July 17th. Public examination, October 3rd, at Halifax.

ERNEST MONTAGUE ALBERT BUNDY, 34, Bridge Street, Reading, motor coach proprietor, etc. Receiving order July 22nd.

HENRY HOUGH, Brydges Farm, Cross-lane, Marple, Cheshire, carrier, etc. Order of adjudication, July 30th.

GEORGE HENRY BROWN, 71, East Lane, Wembley, Middlesex, haulage contractor. Public examination, September 24th, at St. Albans.

WALTER SCOTT HUMPHRY, 59a, Leeming Street, Mansfield, Nottinghamshire, lately trading as Humphry Bros., Newgate Lane, Mansfield, and 59a, Leeming Street, Mansfield Nottinghamshire, haulage contractor, etc. Receiving order and order of adjudication, August 13th. Public examination, September 18th, at Nottingham.

FREDERICK SYDNEY PEDLEY, 4, Wharncliffe Grove, Frizinghall, Bradford, lately trading as T. C. Pedley & Son, haulage contractor, etc., Otley Road, Garage, Baildon, Yorks. Receiving order and order of adjudication, August 18th.

Notices of Intended Dividend.

JOHN THOMAS HACKING, 12, Dugdale Road, Burnley, Lancaster, haulage contractor. No. 25 of 1929. Proofs to John William Carter, District Bank Chambers, Blackburn.

FREDERICK BENJAMIN KIRBY (separate estate) Shirkoak House, Woodchurch, Kent, haulage contractor, etc. No. 13 of 1927. Claims to R. William Cave, 12a, Marlborough Place, Brighton. Official Receiver.

SYDNEY EDWARD TEMPLE, Rothersthorpe Road, Far Cotton, Northampton, haulage contractor. No. 19 of 1929. Claims to Harry Claude Palmer, Kingham Chambers, Northampton.

SYDNEY CATOR, White Hart Lane, Swaffham, Norfolk, haulage contractor. No. 12 of 1930. Claims to Frederick Harold Langmaid, 41, Sidney Street, Cambridge, Official Receiver.

Notices of Dividend.

ERNEST STANSFIELD, 52, Lily Street, Heaton Road, Bradford, and trading as Stansfield & Co. at 66, Longside Lane, Bradford, haulage contractor. No. 32 of 1930. First and final of 4d. in the £. Payable at the Official Receiver's office, 12, Duke Street, Bradford.

ALBERT ROYAL SINGLETON, 67, Severn Street, Kingston-upon-Hull, general carrier. No. 4 of 1927. Supplemental of 1s. 2d. in the £. Payable at the Official Receiver's office, 37, Scale Lane, Hull.

WALTER ERNEST PARKER, trading as the Kepwick Haulage Co., Riversdale, Rowlands Gill, Durham, haulage contractor No. 11 of 1930. First and final of 1s. 10d. in the £. Payable at 2, Saville Place, Newcastle-upon-Tyne.

FREDERICK BENJAMIN KIRBY and GEORGE KIRBY, trading as Kirby Bros., Shirkoak House, Woodchurch, Kent, haulage contractors, etc. No. 13 of 1927. Supplemental of 3s. 7d. in the £. Payable at the Official Receiver's Office, 12a, Marlborough Place, Brighton.

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New Companies.

A. B. Haulage Company, Limited. (249,631).—Private company. Registered July 21st. Capital £500 in £1 shares. Objects: To carry on the business of haulage, transport and removal contractors, etc. Anna Burder is the first director. Registered office: 499 Hackney Road, E.2.

A. Hamson and Son, Ltd. (249,666).—Private company. Registered July 23rd. Capital £5,000 in £1 shares. Objects: To carry on the business of haulage contractors, hirers of railway wagons, coal, coke and wood merchants, builders, builders' merchants, sand and gravel merchants, etc. The directors are: Laura Hamson, L. E. Hamson, H. C. Law. The two first named shall be permanent so long as they each hold one share and the said H. C. Law shall be permanent so long as he is a trustee of the late Alfred Hamson.

Valliant Coaches, Ltd. (249,721).—Private company. Registered July 24th. Capital 500 in £1 shares. Objects: To carry on the business of proprietors of coaches, cabs, motor coaches, motor cabs, taxi and public service vehicles, etc. The directors are: G. R. Valli, W. D. Valli. Registered office: The Garage, Acton Lane, Acton Green, W.4.

Duke Haulage Company, Ltd. (249,732).—Private company. Registered July 25th. Capital £4,000 in £1 shares (3,000 5 per cent. preference and 1,000 ordinary). Objects: To carry on the business of haulage contractors, forwarding agents and warehousemen, manufacturers and proprietors of motor omnibuses, etc. The permanent directors are: J. Harding, J. Livingston. Secretary: J. Harding. Registered office: 15 Hardman Street, Liverpool.

Alfred Foley & Co. (1930), Ltd. (249,755).—Private company. Registered July 26th. Capital £500 in £1 shares. Objects: To carry on the business of shipping and forwarding agents, insurance agents, carriers, cartage contractors, etc. The first directors are to be appointed by the subscribers.

Irish Horse Box and Live Stock Transport Company, Ltd. (8,029).—Private company. Registered July 28th in Dublin. Capital £5,000 in £1 shares. Objects: To carry on in The Irish Free State and elsewhere the business of carriers by land, sea and air, of livestock, goods and passengers, store, warehouse and livery stable keepers and garage proprietors, etc. The directors are: D. Beatty, G. Martin.

James Hill (Manchester), Limited. (249,891).—Private company. Registered August 1st. Capital £3,000 in £1 shares. Objects: To acquire the business of a haulage contractor carried on by A. T. Eaves at New Allen Street, Oldham Road, Manchester, as "James Hill." The directors are: W. E. Hall, senior, W. E. Hall, junior, T. H. Dooly.

Jesse Smith, Ltd. (250,043).—Private company. Registered August 9th. Capital £1,000 in £1 shares. Objects: To carry on the business of wholesale and retail dealers in fruit, flowers and vegetables and all kind of farm and garden produce; farmers, market gardeners, nurserymen and florists, carmen and transport contractors, forwarding agents, etc. The first directors (to number not less than 2 nor more than 6) are to be appointed by the subscribers.

Request Services, Ltd. (250,048).—Private company. Registered August 9th. Capital £1,000 in £1 shares. Objects: To carry on the business of proprietors, hirers and letters on hire of motor omnibuses, coaches, chars-a-banc, lorries, vans, wagons, cars, cabs, aeroplanes, flying machines and other vehicles, organisers of vehicular excursions, trips, tours and flights, garage and aerodrome proprietors, carriers, haulage and transport contractors, forwarding agents, etc. The first directors (to number not less than 2 nor more than 6) are: F. Bamber (permanent director and chairman), R. Pilkington.

Anglo Scottish Transports, Ltd. (16,095). — Private company. Registered in Edinburgh on August 11th. Capital £2,500 in £1 shares. Objects: To carry on the business of road transporters, carters, common carriers, etc. The directors are: J. M. Hunter, R. L. Prentice, J. D. Woodside. Registered office: 534 Sauchiehall Street, Glasgow.

D. & O. Transport & Garages, Limited. (250,094).—Private company. Registered August 12th. Capital £500 in £1 shares. Objects: To adopt an agreement with T. Dye, and to carry on the business of haulage contractors, motor car, lorry, tractor, ship, barge, omnibus, carriage or private conveyance proprietors, motor and general engineers, etc. The permanent directors are: T. Dye (managing director), F. D. Osbiston, Mrs. Janet E. Osbiston. Registered office: 85 Hornsey Rise, N.19.

J. R. Sutcliffe (Liverpool), Ltd. (250,168).—Private company. Registered August 15th. Capital £100 in £1 shares. Objects: To carry on the business of haulage contractors, lightermen, warehousemen, freight forwarders, ship and insurance brokers, shipping agents, etc. The directors are: J. R. Sutcliffe, R. Capon. Registered office: Colonial Buildings, 40 Paradise Street, Liverpool.

Milton Jones, Ltd. (250,206). — Private company. Registered August 16th. Capital £1,000 in £1 shares. Objects: To acquire the business of a motor engineer and haulage contractor carried on by Frances A. Jones at Chapel Street, Halton, Yorks. The directors are: Mrs. Frances A. Jones, E. Jones, R. Jones. Secretary: E. Jones.

D. Mylon & Company, Ltd. (250,236).—Private company. Registered August 18th. Capital £100 in £1 shares. Objects: To carry on the business of sand and ballast merchants and contractors for and dealers in gravel, sand, shingle, ballast, breeze and other materials; omnibus proprietors, carriers of passengers and goods, etc. The directors are: D. Mylon (chairman and managing director), Mrs. M. S. Mylon.

G. & W. Baker, Ltd. (250,249).—Private company. Registered August 19th. Capital £500 in £1 shares. Objects: To carry on the business of coal and coke merchants, haulage contractors, coal and ironmasters, engineers, ironfounders, patent fuel manufacturers and contractors, etc. The directors are: G. Baker, W. Baker. Registered office: 79 Heath Street, Liverpool.

Personal Flying Service, Ltd. (250,317). — Private company. Registered August 22nd. Capital £100 in £1 shares. Objects: To carry on business as letters out on hire of flying machines, to transport passengers and goods, etc. The directors are: W. D. Gillies, W. N. Darnborough, I. N. C. Clarke. Registered office: 92 Piccadilly, W.1.

C. Albany & Sons, Ltd. (250,333).—Private company. Registered August 23rd. Capital £3,000 in £1 shares. Objects: To carry on the business of lightermen, barge owners, wharfingers and warehousemen, formerly carried on by Mary A. Albany and D. E. Albany at Ware and elsewhere as "C. Albany & Sons." The directors are: T. W. Jacobs, E. T. East, P. Albany.

Jones Bros. (Treharris), Ltd. (250,413).—Private company. Registered August 27th. Capital £500 in £1 shares. Objects: To acquire the business of motor omnibus and garage proprietors now carried on at Treharris, Merthyr Tydfil, as "Jones Bros." The permanent directors are: J. Jones (managing director and chairman), and Mrs. G. L. Jones.

Military Tractors, Ltd. (250,478).—Private company. Registered August 30th. Capital £600 in £1 shares. Objects: To carry on the business of haulage contractors, motor and mechanical engineers and garage proprietors, etc. The permanent directors are: T. S. Riley, E. T. James, A. I. C. Forster. Registered office: 32 Parliament Street, York.

National Freight Company (Great Britain), Ltd. (250,479).—Private company. Registered August 30th. Capital £100 in £1 shares. Objects: To carry on the business of shipbrokers, shipping and forwarding agents, wholesale warehousemen, removers, storers, packers and carriers of personal property of all kinds, etc. W. B. Woolley is the first director. Secretary (pro tem.); W. O. Allen. Registered office: Bilbao House, 36/8 New Broad Street, E.C.2.

H. I. Phillips & Co. (International Transport), Ltd. (250,578).—Private company. Registered September 5th. Capital £5,000 in 2,000 7 per cent. cumulative participating preference and 3,000 ordinary shares of £1 each. Objects: To acquire the business of international transport agents now carried on by H. J. Phillips, R. P. Sinclair and S. E. Tippin as "H. J. Phillips and Co.", and to carry on between Great Britain, Belgium, France, Europe, U.S.A., North and South America, Africa and Australia, the business of general carriers, railway or general transport, forwarding, shipping, freight, insurance, Custom house, storage, passenger, railway, steamship, port, harbour or general agents, etc. The permanent directors are: H. J. Phillips, R. P. Sinclair and S. E. Tippin.

Mortgages and Charges.

Marler Brothers, Ltd.—Particulars filed of £450 debentures authorised July 2nd, 1930, charged on the company's undertaking and property, present and future, including uncalled capital, the whole amount being now issued.

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Associated Bus Companies, Ltd. — Debenture dated July 11th, 1930, to secure £4,000, charged on the company's property, present and future, including uncalled capital. Holder: G. Adams, Turn Off, Newchapel, Staffs.

Commercial Road Haulage, Ltd.—Issue on July 15th, 1930, of £300 debentures, part of a series already registered.

Ideal Haulage Service & Motor Works, Ltd. — Particulars filed of £700 debentures authorised July 17th, 1930, charged on the company's undertaking and property, present and future, including uncalled capital, the whole amount being now issued.

Simpsons Express Service, Ltd.—Particulars filed of £1,200 debentures authorised July 29th, 1930, charged on the company's undertaking and property, present and future, including uncalled capital, the amount of the present issue being £1,000.

Pride of the Peak, Ltd.—First debenture to secure £450 and second debenture to secure £450, both dated July 31st, 1930. The debentures constitute a specific charge on the company's freehold property and motor coaches, present and future, and a floating charge on all the other assets, present and future, including uncalled capital. Holders: J. Mitchell, "Whiteled," Louvain Road, Derby, and G. H. Halliday, Elm Tree Inn, Boroughs Walk, Derby.

Pride of the Peak, Ltd.—Particulars filed of £2,500 debentures authorised July 31st, 1930, the whole amount being now issued. The debentures constitute a specific charge on company's freehold properties and motor coaches, present and future, and a floating charge on all other assets, present and future, including uncalled capital.

James E. Whalley, Ltd.—Particulars filed of £4,900 debentures authorised July 31st, 1930, charged on the company's undertaking and property, present and future, including uncalled capital, the whole amount being now issued.

Don Motor Coach Company, Ltd. — Particulars filed August 1st by permission of the Court of £2,000 debentures authorised June 10th, 1930, charged on the companies undertaking and property, present and future, including uncalled capital, the amount of the present issue being £1,450.

Gush's Road Transport Services, Ltd.—Debenture dated August 8th, 1930, to secure £900, charged on the company's undertaking and property, present and future, including uncalled capital. Holder: Mrs. E. V. Glass, The Croft, Irly Road, Heswall, Ches.

Bournemouth Coachways, Ltd. — Debenture dated August 8th, 1930, to secure £1,350, charged on the company's undertaking and property, present and future, including uncalled capital. Holder: R. T. A. Cornwell, Ambleside, Brownsea View Avenue, Parkstone.

Premier Omnibus Company, Ltd.—Particulars filed of £10,000 debentures authorised August 15th, 1930, charged on the company's undertaking and property, present and future, including uncalled capital, the whole amount being now issued.

Beattie Coaches, Ltd.—Debenture dated September 1st, 1930, to secure £500, charged on the company's undertaking and property, present and future, including uncalled capital. Holder: H. Howard, 23 Birkbeck Grove, Acton, W.

Receiverships (Appointment or Release).

Eniway Motor Tours, Ltd.—W. H. Arden, C.A., of 55 Brown Street, Manchester, ceased to act as Receiver on July 29th, 1930.

R. A. Dagnall (Haulage Contractor), Ltd. — A. W. Goodfellow, of 90 Cannon Street, E.C.4, was appointed Receiver on August 12th, 1930, under powers contained in debenture dated April 29th, 1930.

Liverpool Transport Company, Ltd.—J. H. Hilton, of 14 Cook Street, Liverpool, was appointed Receiver on August 12th, 1930, under powers contained in charge dated April 25th, 1930.

Narramore, Ltd.—A. C. W. Cheesley, of 44 Wulfstan Street, Shepherd's Bush, W.12, was appointed Receiver on August 13th, 1930, under powers contained in debentures dated December 18th, 1923, in place of W. Daw.

Covent Garden Haulage Company, Ltd.—A. May, of 201 Southampton Street, S.E.5, was appointed Receiver on August 29th, 1930, under powers contained in debenture dated January 29th, 1930.

New Crosville Depot.—The Crosville Bus Company has opened new premises in Sankey Street, Warrington. They are adapted for use for motor bus passengers as a cloakroom, inquiry bureau and waiting rooms.

Norway. Duty on Second-hand Motor Cars. — An Oslo message says that at the Annual General Meeting of the Norwegian Motor Dealers' Association it was decided to ask the Government to take measures to ensure that the many imported second-hand motor cars paid duty according to their real value, as the Association considered that at present the State undoubtedly lost much duty owing to the value of the cars being given too low.

Mexican Motor Factories. — Reuter's Trade Service learns from Mexico City that a concession has been granted to the Henry Ford Company (of Detroit, U.S.A.) for a large piece of land on the Calzada-de-Guadalupe for the purpose of constructing motor workshops. 80 per cent. of the employees must be of Mexican origin. It is reported that other American interests contemplate the establishment of factories near Mexico City, similar enterprises having been undertaken with promise of success in Argentina.

Buenos Aires Underground. £4,000,000 Project Nearing Completion.—The first 4½-mile long section of the new £4,000,000 underground railway in Buenos Aires is now approaching completion. The underground, which will be 5½ miles long in all, will run from the terminal station of the Buenos Aires Central Railway to the port at Callao, and will provide quick access to the congested business and shopping centres, the entire distance being covered in twenty minutes in comparison with fifty minutes under present conditions. Cars for the railway have been specially constructed under a contract awarded to a British firm, the Metropolitan-Cammell Carriage Wagon & Finance Co., and delivery of the entire 56 cars is expected to be completed by September. A special feature of the cars is the fitting of each with its own motor power, permitting rapid acceleration and easy adjustment of the length of trains to meet rush hour demands.

REUTERS TRADE SERVICE.—By special arrangement with Reuters Trade Service we are publishing news items from all parts of the world dealing with transport matters.

NOTICES

The World's Carriers is published monthly, on the 15th of each month. Annual Subscription, including **World's Carriers Year Book and Diary**, £1 1s., post free.

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The Editor, while promising to give prompt consideration to any articles, notes, drawings, or photographs submitted, disclaims all liability in connection with contributions sent in voluntarily. If a properly addressed and stamped envelope is forwarded, every effort will be made to return rejected contributions.

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CARRYING TRADES' REVIEW

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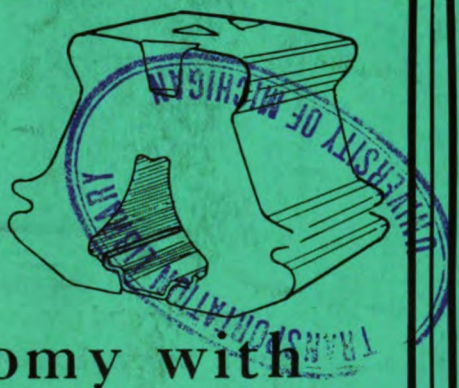

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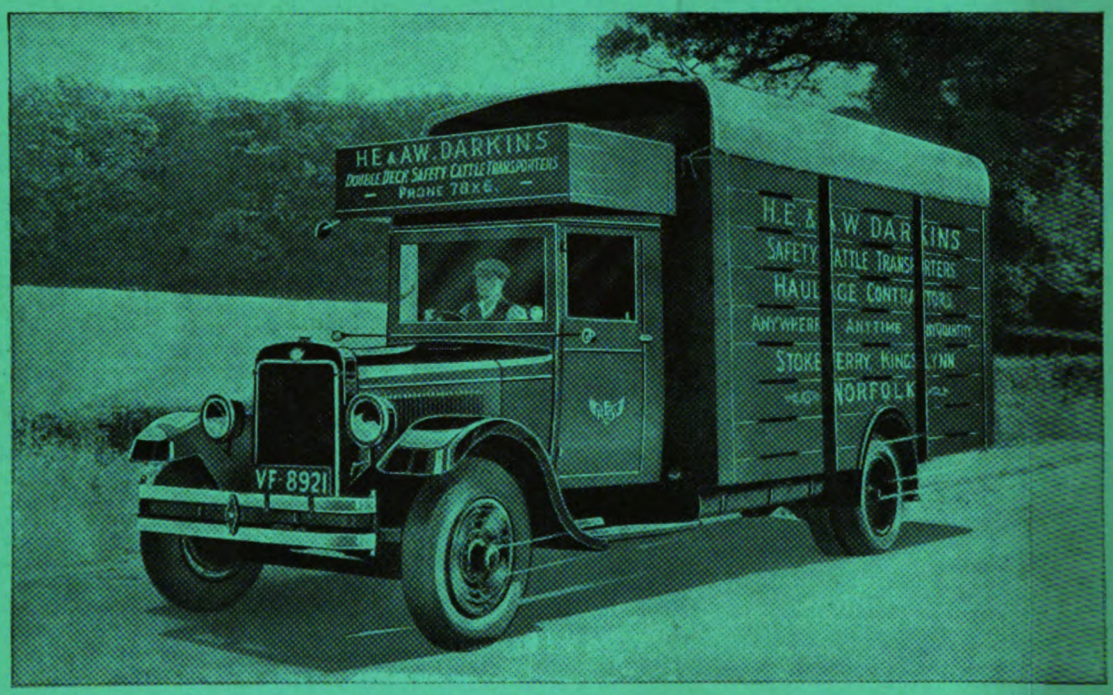

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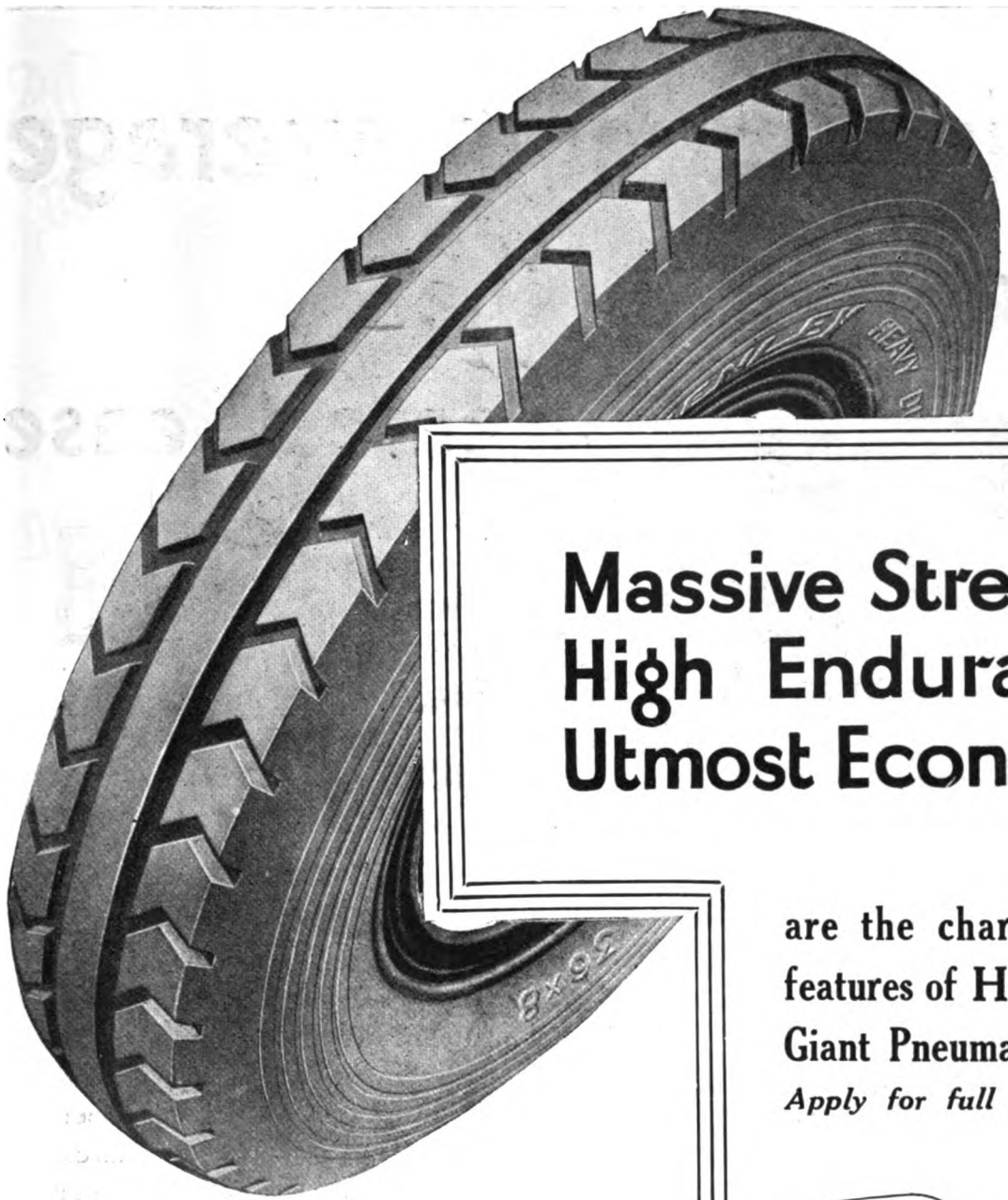

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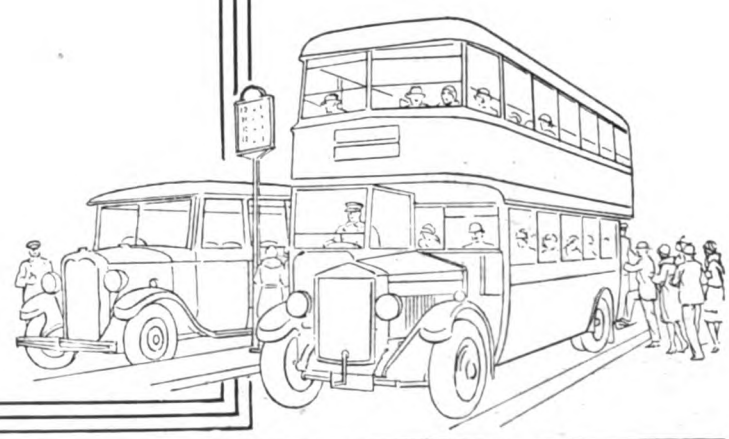

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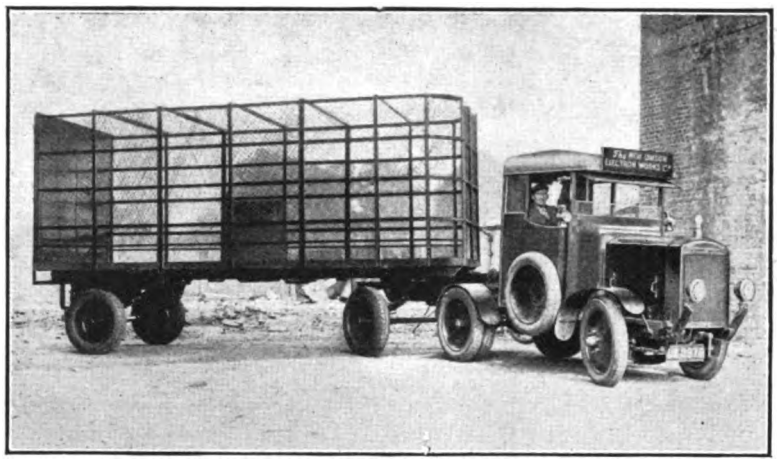

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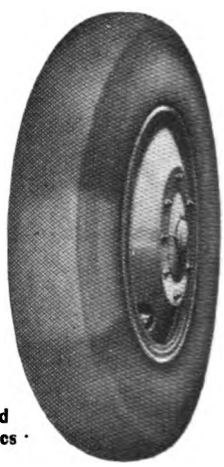

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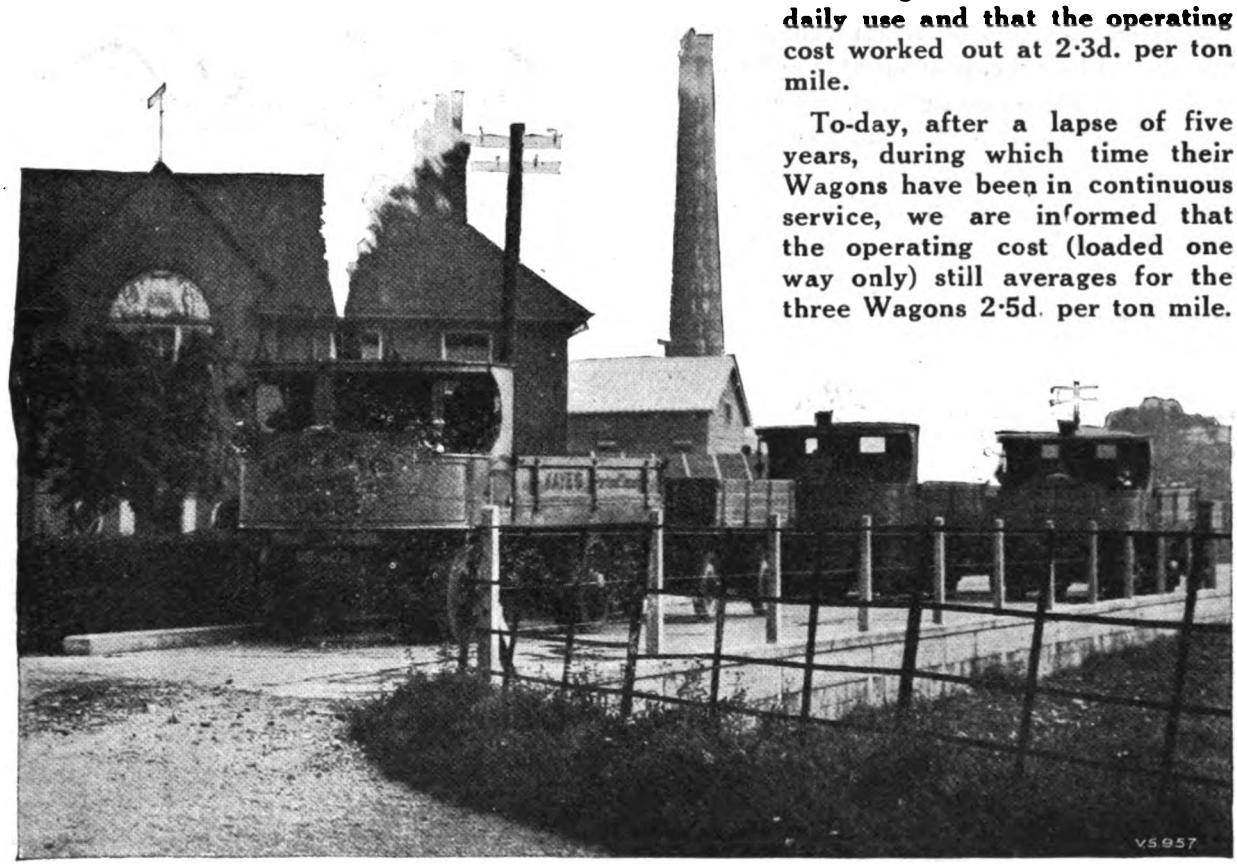

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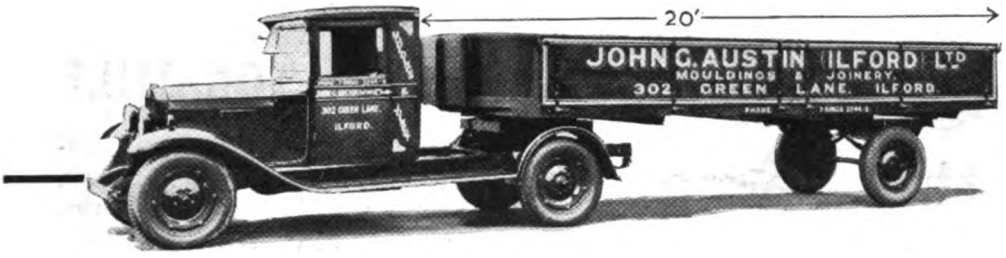

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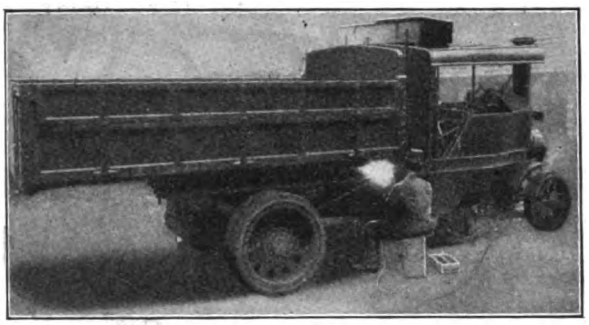

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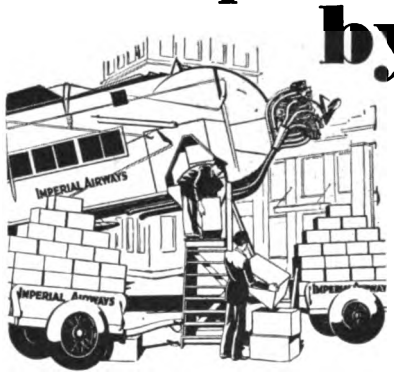

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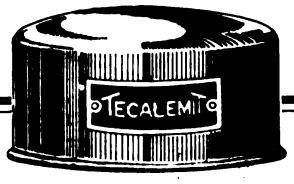

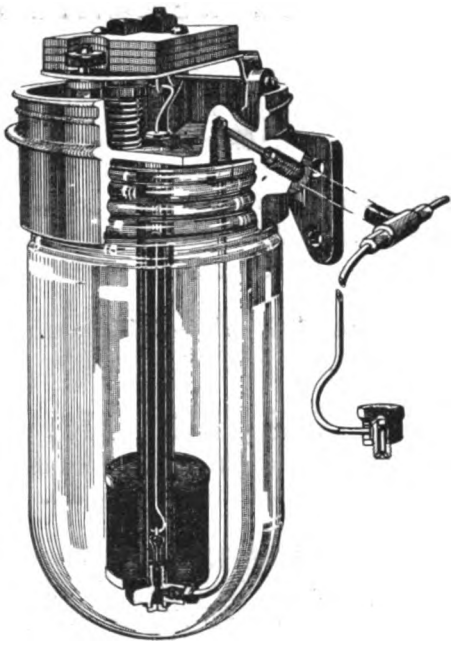

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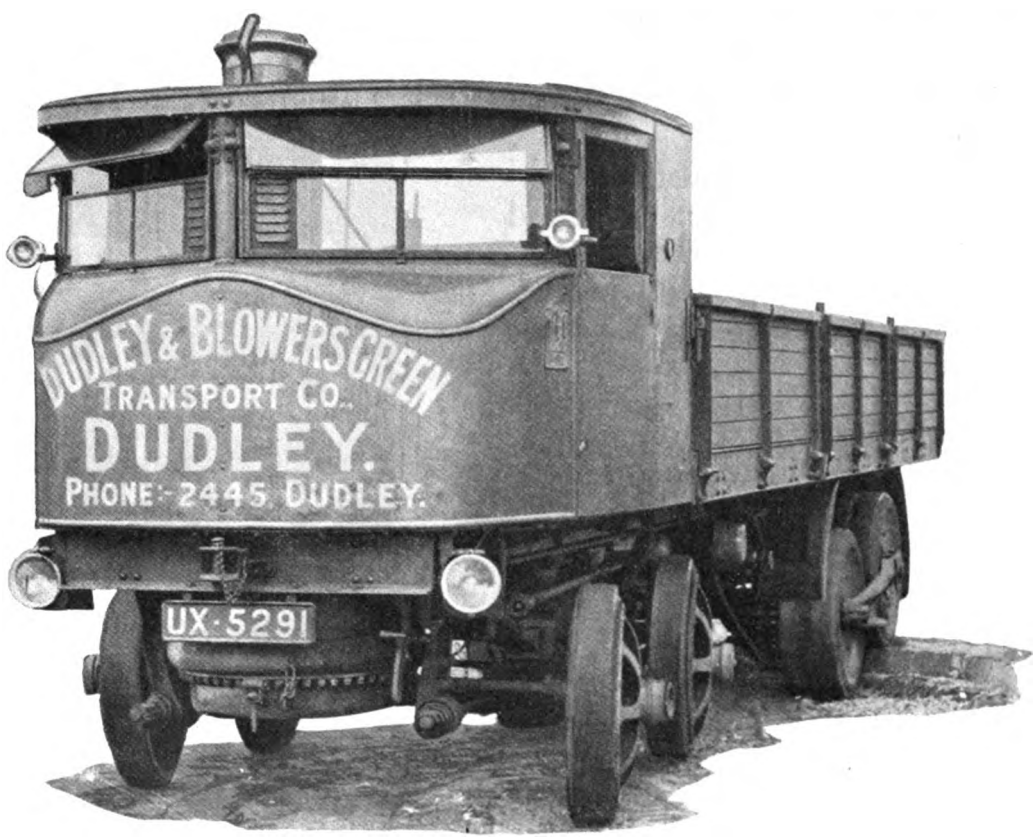

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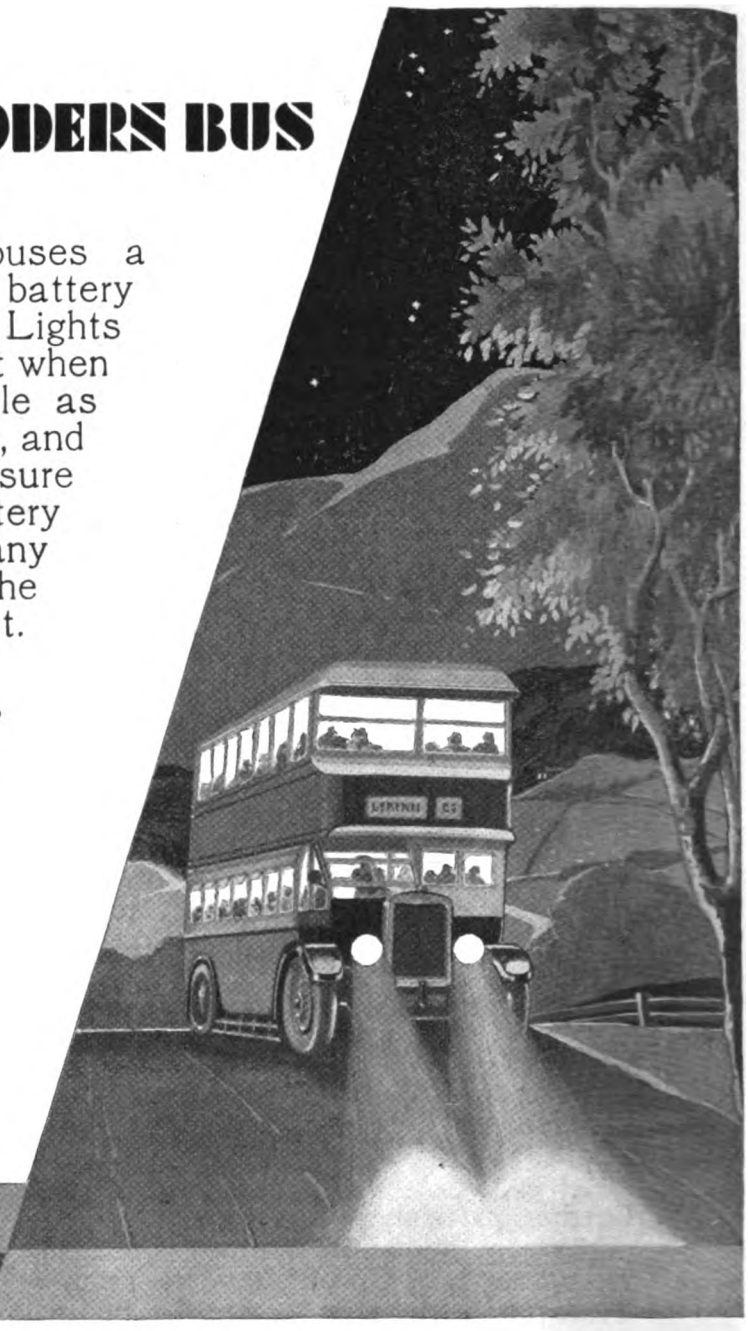

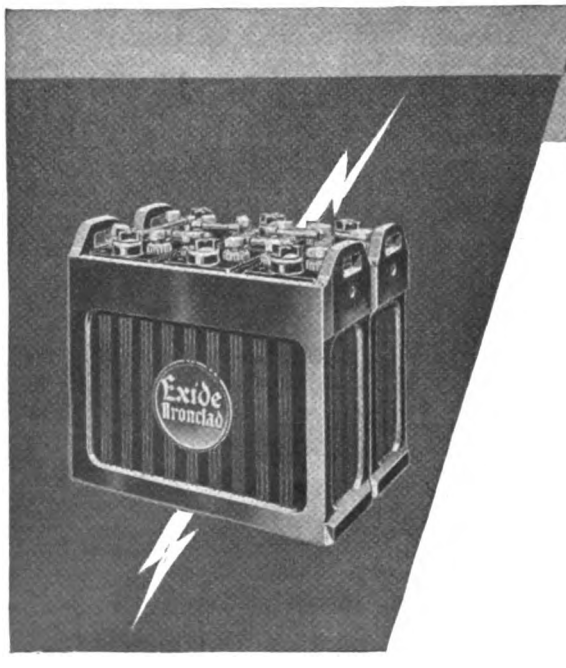

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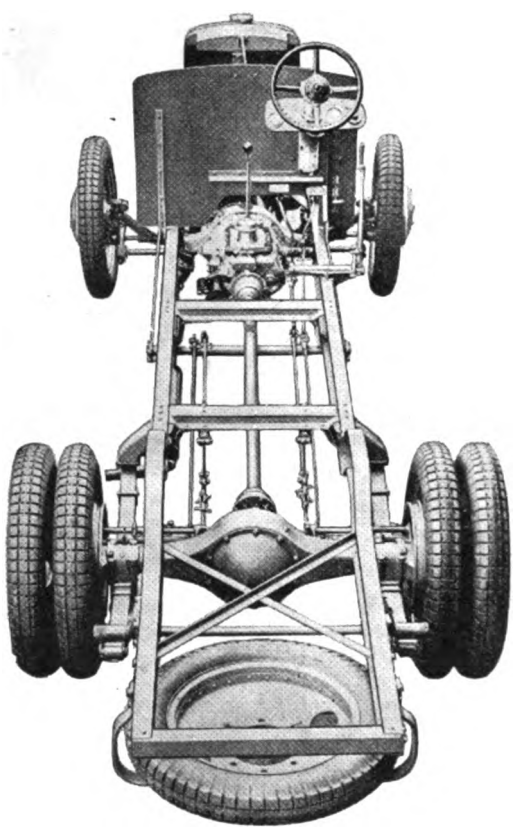

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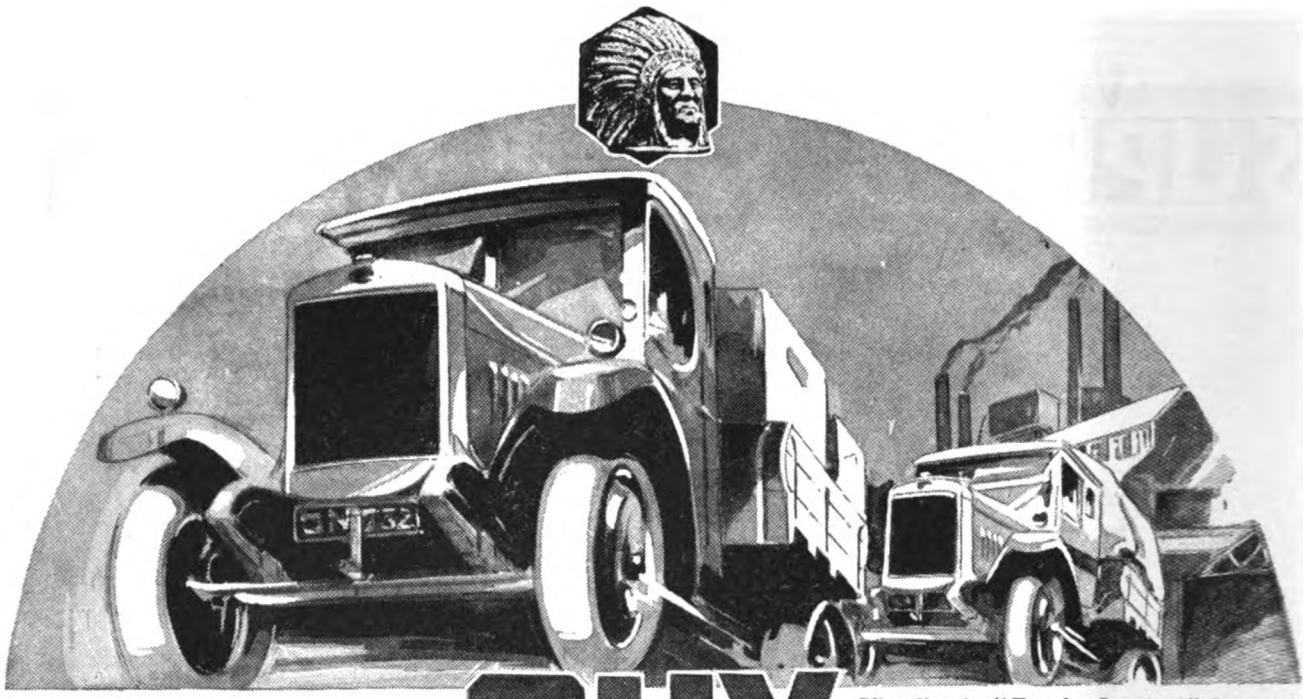

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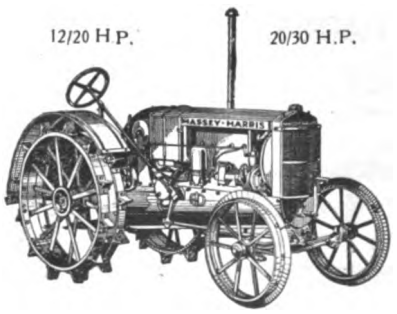

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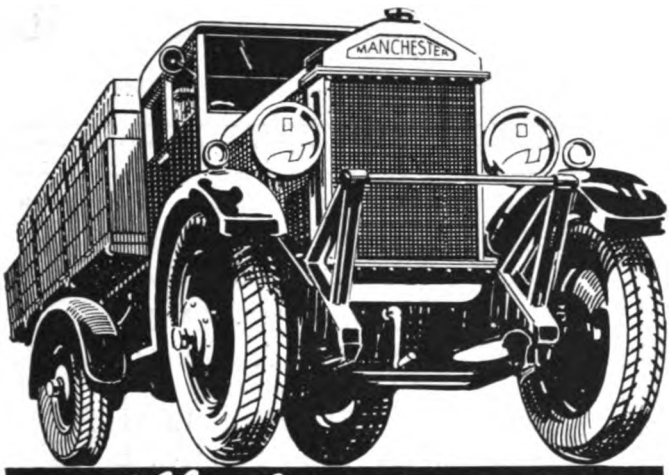

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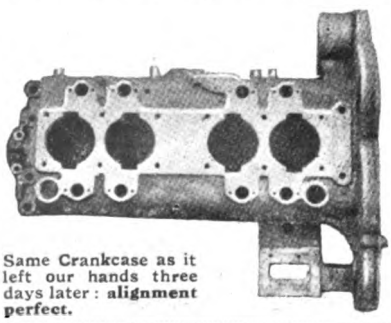

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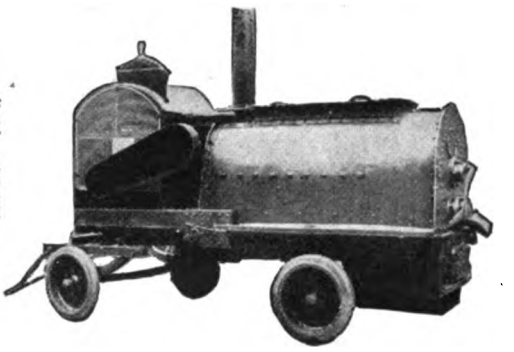

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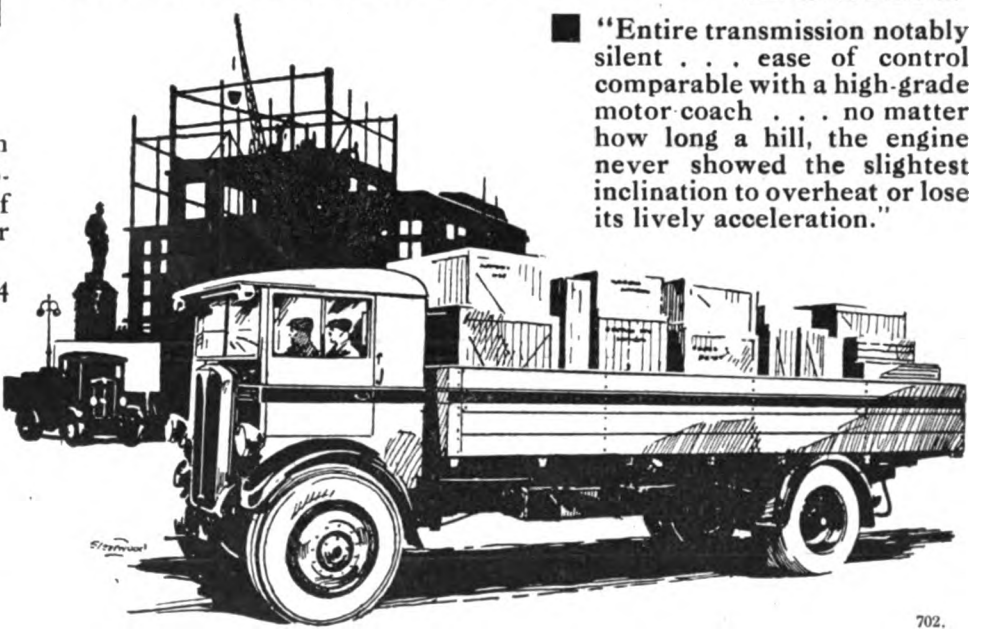

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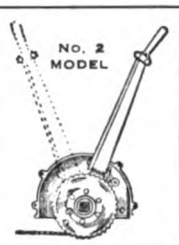

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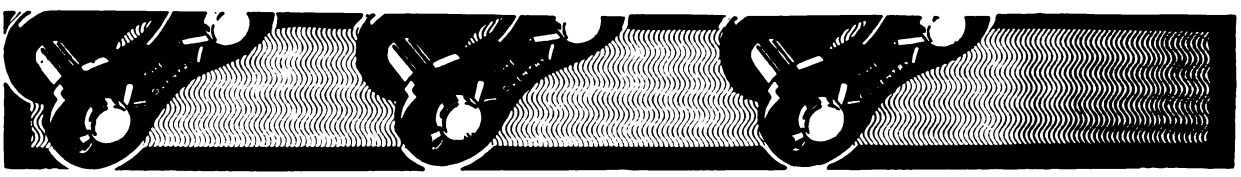

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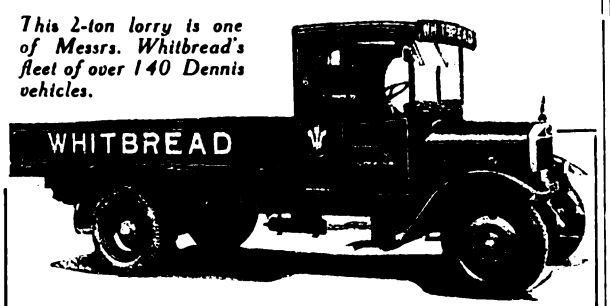

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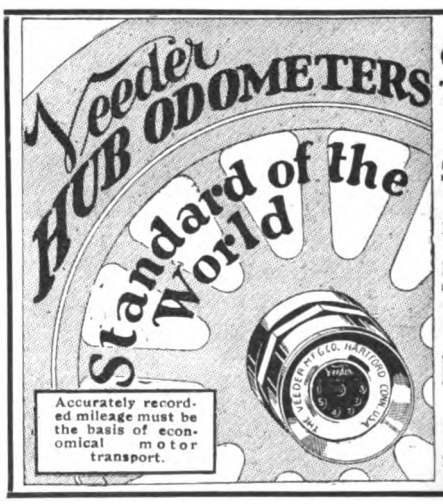

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24,965.—Alldays & Onions, Ltd. and Barker, V. E. Trailer vehicles. August 21st.

24,845.—Welchman, W. A. Bodies of trucks, wagons, etc. August 19th.

25,910.—Bailey, R. Locking device for hopper wagon doors. August 30th.

25,515.—Bentley, A. Exit for double deck omnibuses. August 27th.

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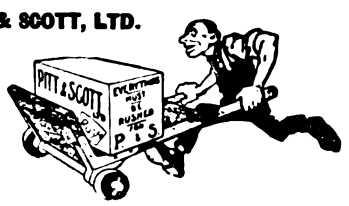

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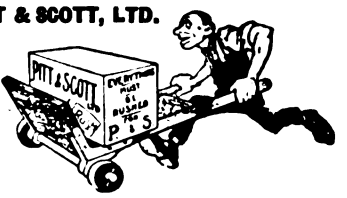

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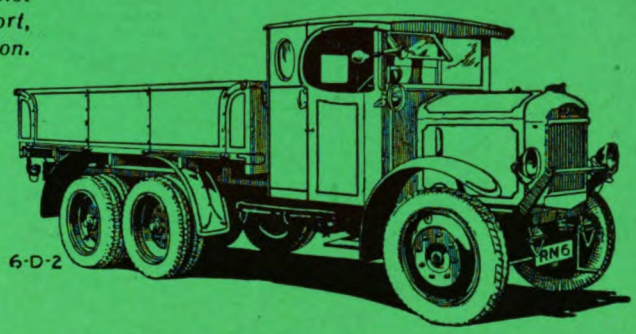

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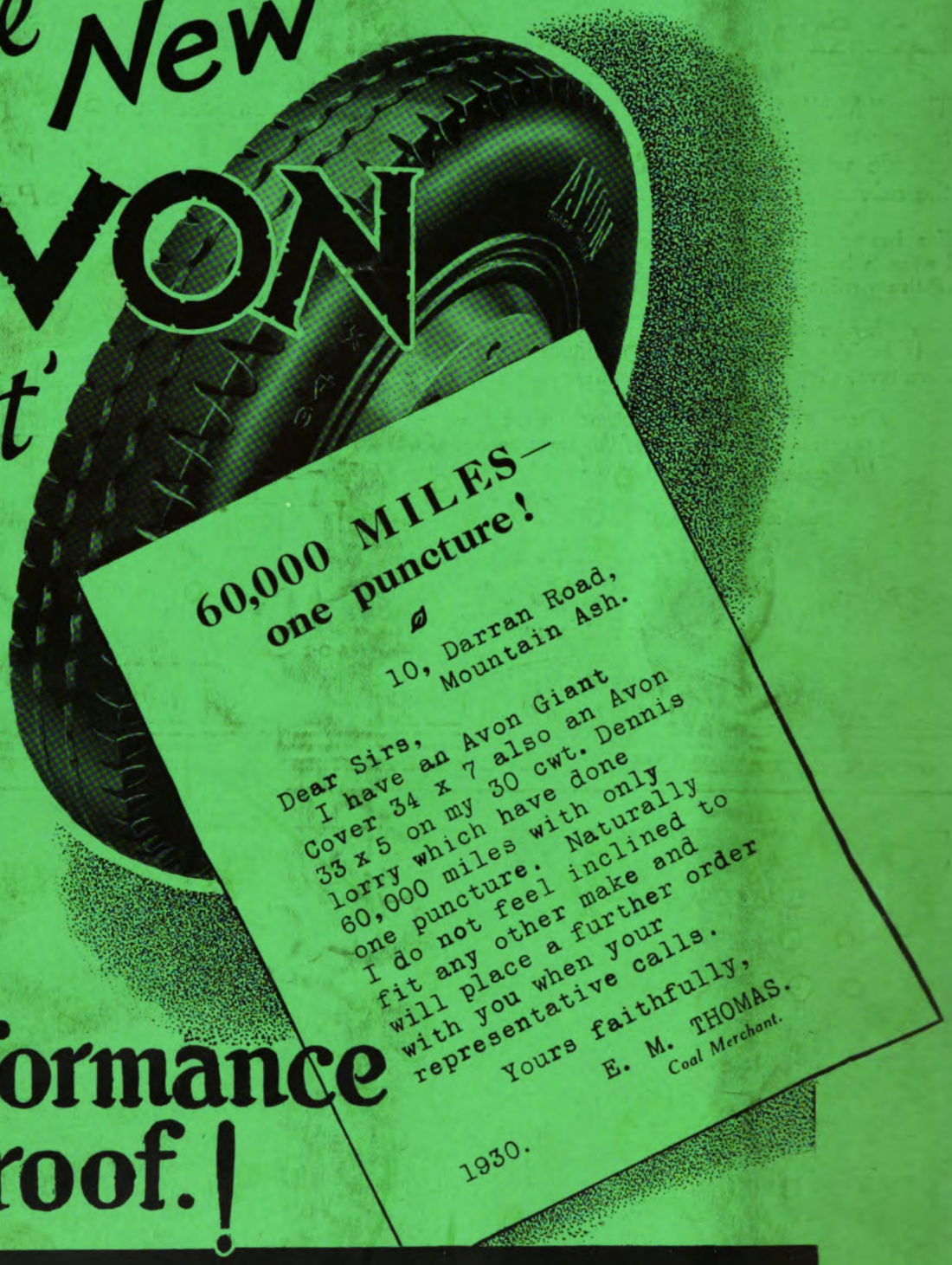

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Published by THE CARRIERS PUBLISHING CO., LTD., Bangor House, 68 & 69, Shoe Lane, London, E.C.4, to whom all communications should be addressed, and Printed by Jordan-Gaskell Ltd., 2 Bridge Place, Belgrave Road, Victoria, S.W.1.

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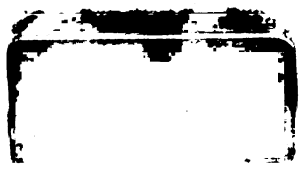

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